

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0150 **Your Ref:** SJG/P/2022/0150
Date: 28th February 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 505 Regent House, Regent Street, Wrexham.

Development: Change of use of part of ground floor (unit 2) to Class A3 (Restaurant with Takeaway).

I refer to your consultation / email dated 17/02/2022 in respect of the above.

The proposed development site is located on Regent Street which is a busy classified road subject to a 30mph speed limit. The development site is located in close proximity to the busy signalized junction of Regent Street / Bradley Road which includes pedestrian crossing facilities and cycle lanes.

Regent Street is subject to a traffic regulation order imposing no waiting / no loading at any time. The takeaway unit proposes only 1 no. off-street parking space located in the existing car park to the rear of the building accessed off Caxton Place. There are a limited number of 30 minute waiting bays along Caxton Place. However, these spaces are already heavily used and would not always be available particularly during daytime hours ie/ 08:30 – 17:30.

Based on LPGN 16 requirements, the existing Class A2 - office (184.5m² gfa) would require a maximum of 1 space per 20m² gfa ie/ maximum of 9 spaces. I assume that no parking provision for staff / customers is available in the car park located to the rear of the building. **However, could you please ask the applicant to clarify what the existing / proposed parking arrangements are.** The proposed Class A3 – restaurant / takeaway unit (184.5m² gfa) would require a maximum of 1 space per 4m² public floor space ie/ maximum of 46 spaces. **However, could you please ask the applicant to confirm the proposed net public floor space for the proposed restaurant / takeaway.**

There are a number of car parks nearby including St. Mark's multi-storey and Island Green but it is considered that customers are unlikely to pay to use these car parks for a relatively short period. Hot food takeaways tend to attract a high proportion of car borne and short stay customers which, without adequate accessible parking, can affect traffic flow and road safety. Often there is an increased occurrence of indiscriminate parking and interruption to the steady flow of traffic along the adjoining highway. Customers are typically tempted to park for short periods close to the premises, often jeopardizing the safety of other road users and pedestrians or park in adjacent residential streets thereby inconveniencing residents.

Given the proximity of the proposed development site to the signalized junction of Regent Street / Bradley Road in respect of the proposed restaurant / takeaway, it is considered that without adequate parking provision, indiscriminate parking / waiting in this location is likely to occur which would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.

However, I would like to request further information in respect of the proposed restaurant / takeaway as follows:-

- Details including plan of existing parking arrangements and proposed for both staff / customers that will be available for the proposed development.
- Detail including plan of the proposed **net** public floor space for the proposed restaurant / takeaway.
- The submitted application indicates that 10 no. full time staff were employed at the existing unit but does not indicate how many staff will be employed at the proposed restaurant / takeaway. Could you please ask the applicant to provide this detail and indicate where staff will park if the proposed restaurant / takeaway is allowed to operate during the day (opening hrs:- 07:00 – 23:30). If proposed, where would vehicles delivering takeaways park at the site.
- Could you please ask the applicant to provide details of what size of delivery vehicle will visit the site, its frequency / timings and how & where such a vehicle will park & turn when delivering. A Service Delivery Management Plan (SDMP) may be appropriate should the application be supported to control deliveries. Appropriate signage directing customers to the rear car park could be included in any submitted SDMP if the applicant has control / use of spaces within the existing car park.

I await the requested information.

A handwritten signature in black ink, appearing to be 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical