

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2018/0743 **Your Ref:** KH/P/2018/0743
Date: 2nd October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 501 6 Brook Street, Wrexham.

Development: Change of use from restaurant / café to restaurant / café and the base for a hot food and drink home delivery service.

I refer to your consultation dated 06/09/2018 in respect of the above.

The proposed development site is located on Brook Street which is a busy classified road subject to a 30mph speed limit. The development site is located in close proximity to the busy 4 arm signalized junction of Brook Street, Town Hill, St. Giles Way and Bridge Street.

Brook Street is subject to a traffic regulation order imposing no waiting / no loading at any time. The site has no off-street parking provision within the curtilage of the development site. There are a limited number of 30 minute waiting bays further along Brook Street and along Town Hill. However, these spaces are already heavily used by existing shop owners / customers / member of public.

There are a number of car parks nearby including St. Giles and Island Green. However, developments of this nature have the potential 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. Even if potential customers could be controlled from not parking indiscriminately along Brook Street, it would not be possible to control such parking by staff picking up any orders or ensure that on-street spaces further along Brook street were readily available for parking to avoid this issue.

Given the proximity of the proposed development site to the signalized junction of Brook Street / Bridge Street / St. Giles Way / Town Hill, it is considered that the lack of parking provision at the site will result in indiscriminate parking / waiting in this location which would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.

I would therefore recommend that the application be **REFUSED** for the following reasons:-

1. The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.
2. The establishment of such a development in this location would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.

Peter Douthwaite

PD Planning Control Manager