

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2015/0656	Your Ref:	MP/P/2015/0656
Date:	4 TH February 2016		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 502 Retail Park, Island Green, Wrexham.
Development: Alterations to car park and public realm and erection of drive through restaurant with parking, servicing and landscaping (Application 2 as referred to in supporting documents).

I refer to your consultation / email dated 02/02/2016 in respect of the above.

Assuming consent is granted in respect of planning application P/2015/0648, the proposed restaurant will result in the loss of 71 parking spaces from the southerly section of the car park being replaced with 26 short stay spaces exclusively for restaurant customers / staff which I understand will be free of charge.

This effectively reduces the available parking spaces for the remaining shop units to 425 (fee paying) from the original car park capacity of 434 spaces. However, a recently conducted parking survey carried out in June 2015 indicated a peak occupancy of 91% leaving 39 of the original 434 spaces free. On this basis, there would still be spare capacity in the overall car park should the application be approved.

I understand that Island Green costs £1.30 for up to 2 hrs. If for any reason, parking immediately adjacent to the restaurant reaches full capacity, customers could opt to pay to park particularly if they are eating inside the restaurant.

For A3 Use, LPGN 16 normally requires a maximum of 1 car space per 4m² public floor space. Based on a revised public floor area of approximately 150m², the proposed single storey restaurant would normally require a maximum of 38 spaces. The proposed restaurant appears to be providing a total of 26 short stay spaces which will be free of charge. I assume that these spaces will be managed to deter people parking here who are not visiting the restaurant.

However, it is accepted that the restaurant is located in a sustainable location and will be accessed by a significant number of customers on foot. Although, it is inevitable that a proportion of customers visiting the site will be new trips, a significant number of trips will consist of either linked trips ie/ a trip that is made as part of an existing trip to the shopping park, or pass-by / diverted trips ie/ existing traffic passing along Pentre Felin that enters the site to visit the restaurant. A significant number of customers using the drive-through facility will also leave the site once they have been served and will not park at the site.

The submitted layout plan indicates a turning facility for HGVs / delivery vehicles which is considered adequate. I would recommend that the applicant submits a Service & Delivery Management Plan. This will need to include restricting delivery vehicles to a maximum of 12m in length and details of how proposed parking spaces will be kept clear to facilitate the maneuvers of HGVs within the car park.

The submitted layout plan (Drg. No. 1004 Rev 2) indicates the provision of a raised crossing table at the main junction to the car park and improved footway provision. I would not normally recommend the provision of raised crossing points at junctions. However, the car park is privately managed and will not have any detrimental impact on the adopted highway.

The applicant will need to submit details of the proposed car park lighting scheme for further approval. Please ask the applicant to liaise with our Street Lighting Section – contact either Paul Rogers on Tel: 01978 729673 or Rob Lee on Tel: 01978 729690.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41
026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. **1004 Rev 2 – June 2015**.

NONSTD
026R
E06N
E07N

SUBMISSION OF FURTHER DETAILS

No part of the development shall commence until a scheme detailing the following has been submitted to and approved in writing by the Local Planning Authority:

delete as appt *

- 1) *Detailed layout & design of any proposed car park lighting scheme.*

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTD
026R

SERVICE DELIVERY MANAGEMENT PLAN

No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

Peter Ootawa

// Service Manager Environment