

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0432

Your Ref: SJG/P/2011/0432

Date: 8TH July 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 410 539 Fresh Food Hall, The Cross, Holt, Wrexham.

Development: Change of use of part of existing premises to additional café and food area and additional opening hours.

I refer to your consultation dated 29/06/2011 in respect of the above.

The proposed development site is located on The Cross which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section given the geometry of the road.

I understand that the existing café / shop has no off street parking provision and customers typically park along The Cross itself (both sides) or along Cross Street. As there are no traffic regulation orders in place around The Cross restricting on-street parking, vehicles visiting the development site / village centre tend to park along both sides of the road fronting the site which restricts two way traffic flow.

I understand that our Traffic Section are currently in discussions with the Local Member and Community Council exploring the possibility of introducing parking restrictions around The Cross including junction protection in order to deter on-street parking and improve traffic flows.

Although the current on-street parking issue is recognized as being a problem, it is not considered that the proposed development will result in any significant increase in on-street parking around The Cross. It is generally assumed that the majority of customers visiting the premises are likely to be local and would walk to the café.

Any perceived increase in parking demand as a result of this development could be offset by a commuted sum payment given the lack of parking provision within the curtilage of the development site. However, there is an existing 28 space free public car park located along Cross Street approximately 160m away from the development site although this facility does not appear to be particularly well used by those visiting the village centre. However, should measures be introduced to restrict parking around The Cross, then this facility may well be used more often.

In conclusion, I would have no objections to the proposed development on highway grounds.

Supplementary Notes

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

A handwritten signature in black ink, appearing to read 'JMP' followed by a stylized flourish.

Infrastructure and Planning Manager