

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0931 **Your Ref:** SJG/2010/0931
Date: 18th November 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 503 Jelly Tots, Mazda House, Market Street, Wrexham.

Development: Change of use of part of building to café / takeaway and increase hours of opening.

I refer to your consultation dated 10/11/2010 in respect of the above.

The proposed development site is located on Market Street which is an unclassified road subject to a 30mph speed limit. This section of Market Street is subject to a Traffic Regulation Order which prohibits parking, loading and unloading. There are 2 no. bus stops on either side of the road fronting the development site. However, there is a short section of road along Market Street between the development site and the bus stop that is restricted to "no waiting at any time" but does allow for the loading / unloading of goods from vehicles.

I understand that the existing business includes the playbarn, integral café and taxi administration office. I understand that the application proposes the use of the existing café as a takeaway (including delivery of fast food) from 6pm to 3am.

Parking provision at the proposed development site would normally be required in accordance with LPGN 16 / LPGN 8. It would appear that no off street parking provision is to be provided as part of this development. If the proposed development is to be supported, it may be considered appropriate to request a commuted sum in lieu of adequate parking provision.

However, the proposed development site is located in close proximity to Wrexham Town Centre and is considered to be in a highly sustainable location. In addition to the bus service which serves this area of the town, there are a number of public car parks in close proximity which include the Peoples Market, St. Georges Crescent, Bodhyfryd and Llwyn Isaf.

The development site is fronted by 2 no. existing dropped kerb vehicular access points which I assume were required / used by the previous garage business. I assume that these 2 no. access points are now redundant and I would recommend that they are reinstated to full height construction to the satisfaction of the Highway Authority (see note) in the interest of pedestrian safety.

The reinstatement of these access points was previously conditioned as part of planning consent ref: P/2009/0782. However, this work has not been carried out.

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

CONDITION

ZJ14 FOOTWAY REINSTATEMENT

026R Prior to the first use of the development, the highway fronting the existing accesses
E03N to be closed as part of this application shall be re-instated to full height footway construction in accordance with construction details which have been submitted to and approved in writing by the Local Planning Authority.

Supplementary Notes

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

Notes

E03N Works Within The Highway

The separate written consent of the Local Highway Authority must be obtained before any work is carried out within the confines of the highway.

The proposed footway should be constructed / reinstated to a standard suitable for adoption by the Council for future maintenance at the public expense.



Operational Manager Traffic & Transportation