

MEMORANDUM

From:	Planning Control Manager	To:	Chief Officer Planning & Regulatory
Our Ref:	PR/DC/PP/2019/0297	Your Ref:	SEH/P/2019/0297
Date:	30 th April 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 332 505 28 King Street, Wrexham.

Development: Change of use from Shop (Class Use A1) to Turkish Community Café (Class Use A3).

I refer to your consultation dated 25/04/2019 in respect of the above.

The proposed development site is located on King Street which is an unclassified road / one way street subject to a 30mph speed limit.

Parking along King Street is generally restricted by double yellow lines although there are a limited number of short stay parking bays located along King Street. There is a taxi rank fronting nos. 25 – 30 King Street. St. Marks multi storey car park and Llwyn Isaf car park are located in close proximity to the development site and Wrexham bus station is also located opposite the development site along King Street.

There would appear to be 2 no. existing access points alongside nos. 16 and 30 King Street (both 3.2m wide) which provide access to approximately 15 no. parking spaces at the rear of the development site. However, I assume that there are no parking spaces currently available for the existing premises (ie/ nos. 30 & 32).

The existing Class A1 Use would require a maximum of 1 car space per 15m² gross floor space. Based on a 95m² gfa, the existing retail unit would require a maximum of 6 spaces.

The proposed development will come under Class A3 Use for which LPGN 16 requires a maximum of 1 car space per 4m² public floor space. The submitted application does not appear to include details of the proposed public floor space. However, based on a 95m² gfa, the proposed café would require a maximum of 24 spaces.

In theory, the proposed development would require an increased parking demand at the site.

However, the site is located in Wrexham Town Centre and is considered to be in a highly sustainable location in close proximity to Wrexham Bus Station. It may therefore be considered acceptable to support the proposed development without any designated parking provision. Any perceived shortfall in parking provision could be dealt with by a commuted sum

I would therefore have no objections in principle to the proposed development on highway grounds.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to read "Peter Douthwaite". The signature is written in a cursive, slightly slanted style.

PD Planning Control Manager