

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0249 **Your Ref:** KH/P/2017/0249
Date: 4th April 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 505 Regent House, Regent Street, Wrexham.

Development: Sub-division and change of use of ground floor of unit 1 to a Class A3 pizza take-away and delivery, installation of new shop front and customer entrance and access ramp within the front elevation and installation of flue and plant at side elevation.

I refer to your consultation dated 03/04/2017 in respect of the above.

The proposed development site is located on Regent Street which is a busy classified road subject to a 30mph speed limit. The development site is located in close proximity to the busy signalized junction of Regent Street / Bradley Road which includes pedestrian crossing facilities and cycle lanes.

Regent Street is subject to a traffic regulation order imposing no waiting / no loading at any time. The takeaway unit proposes only 1 no. off-street parking space located in the existing car park to the rear of the building accessed off Caxton Place. There are a limited number of 30 minute waiting bays along Caxton Place. However, these spaces are already heavily used and would not always be available particularly during daytime hours ie/ 08:30 – 17:30.

Based on LPGN 16 requirements, the existing Class A1 - retail unit (carpet shop- 145m²) would require a maximum of 1 space per 15m² gfa ie/ maximum of 10 spaces. I assume that no parking provision for staff / customers is available in the car park located to the rear of the building. The proposed Class A3 - takeaway unit (145m² gfa / 18.6m² public floor space) would require a maximum of 1 space per 4m² public floor space ie/ maximum of 5 spaces.

There are a number of car parks nearby including St. Mark's multi-storey and Island Green but it is considered that customers are unlikely to pay to use these car parks for a relatively short period. Hot food takeaways tend 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.

Given the proximity of the proposed development site to the signalized junction of Regent Street / Bradley Road and the lack of parking provision in respect of the proposed takeaway, it is considered that indiscriminate parking / waiting in this location is likely to occur 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.**

pete northwaite

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Service Manager Environment