

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0491	Your Ref:	MP/P/2017/0491
Date:	28 th June 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 503 11 Hill Street, Wrexham.

Development: Change of use of ground and first floors to café (A3 Use) together with customers seating on part of pavement in front of building.

I refer to your consultation dated 26/06/2017 in respect of the above.

The proposed development site is located on Hill Street which is a busy, unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Hill Street is subject to a traffic regulation order imposing no waiting / no loading at any time on both sides of the road. The site appears to have no off-street parking provision within the curtilage of the development site.

Given the sustainable location of the site within Wrexham Town Centre, I would have no objections to the proposed café on its own but would raise concerns in respect of the proposed takeaway element of the application.

There are a number of car parks nearby including St. Giles, Island Green and St. Marks Multi-Storey. However, 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.

Given the proximity of the proposed development site to the junction of Brynffynnon and the proximity of the signalized pedestrian crossing facilities either side of the premises, it is considered that the lack of parking provision in respect of the proposed takeaway at the site will result in indiscriminate parking / waiting in this location which would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.

Any vehicles parking in front of the proposed takeaway will result in vehicles having to overtake on the approach to the bend / signalized pedestrian crossing when travelling towards Vicarage Hill which is considered unacceptable. Any vehicles parking on the opposite side of the road to the proposed takeaway will result in vehicles having to overtake on the approach to the bend / signalized pedestrian crossing when travelling towards Regent Street which is considered unacceptable.

Vehicles pulling out of Brynffynnon may also experience difficulty in terms of impaired visibility should vehicles park in front of the premises.

The submitted layout plan (Drg. No. AP02) indicates that the applicant wishes to install an external seating area within the adopted footway fronting the premises which would extend 2.5m out from the front of the building.

In order to maintain a minimum 2m wide clear footway for pedestrian use, I would recommend that any seating is confined to within 2m of the building frontage. A visibility splay of 2.4 x 33m measured to the nearside edge of the adjoining highway in the southerly direction must also be maintained / provided from the junction of Brynffynnon onto Hill Street.

I understand that consent to place seating for cafes etc. is normally directed to our Town Centre Manager – Amanda Davies (Tel:01978 292544). I would recommend that the applicant contacts our Town Centre Manager for further advice.

I would normally 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.**

However, if the proposed takeaway element of the application was to be deleted then I would have no objections in principle to the proposed development.

Peter Worthwaite

NA Service Manager Environment