

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0429	Your Ref:	PF/P/2017/0429
Date:	9 th June 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 410 539 Cleopatras Foods, The Cross, Holt, Wrexham.

Development: Use of rear patio / garden area as additional seating and tables area in connection with the existing café and partial variation of condition no. 3 imposed under planning permission P/2015/0475 to allow use of the driveway onto Cross Street for pedestrian and cycle use and cycle parking between the hours of 7:00 and 20:30 Monday to Sundays including Bank Holidays (in retrospect).

I refer to your consultation dated 31/05/2017 in respect of the above.

The proposed development site is located on the junction of The Cross and Cross Street.

The Cross is a classified road and Cross Street is an unclassified road both 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 designated off street parking provision for staff / customers and customers typically park along The Cross itself (both sides) or along Cross Street. As there are minimal 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. There is an existing driveway at the rear of the premises off Cross Street which appears capable of accommodating up to 3 no. cars and would be retained if the application is supported.

I understand that our Traffic Section have previously held 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. Some junction protection measures have been implemented as a result of these discussions.

Although the current on-street parking issue is recognized, 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.

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.

I understand that cyclists also visit the café and often cause annoyance by leaving their bikes on the footpath along The Cross which can impede pedestrian movements. I understand that the applicant intends to provide cycle stands at the rear of the premises off the existing private driveway for use by cyclists visiting the site offering a more secure storage facility.

The existing footway leading to the rear access along Cross Street reduces to 1.1m in width which is not ideal. However, the provision of customer cycle storage to the rear of the premises is considered to be beneficial and should limit the impact of cycles being left on the footway along The Cross.

In terms of the existing tables, chairs, A-boards and planters located along the site frontage in the footway along The Cross, I comment as follows:-

The existing footway is approximately 4.1m wide. The existing tables, chairs, A-boards and planters located along the site frontage restrict the footway to 1.4m wide for a distance of approximately 14m. Although this detail is likely to fall outside of the current application, I would advise that a 2.0m wide minimum footway width should be maintained which would require any planters to be removed / setback accordingly.

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.



 Service Manager Environment