

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0557 **Your Ref:** MP/P/2012/0557
Date: 17TH August 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 378 494 Unit 29, The Bridgeway Centre, Bridge Road, Wrexham Industrial Estate, Wrexham.

Development: Change of use from Office and Estate Agents to Café (A3).

I refer to your consultation dated 01/08/2012 in respect of the above.

I understand that it is proposed to establish a coffee shop / café at the above premises which were previously utilised as an estate agents and office.

I understand that the existing 14 no. parking spaces currently accessed off Bridge Road are for the sole use of unit 29. However, I assume that written confirmation of this parking allocation would need to be provided by the landlord to ensure that adequate parking could be provided at the proposed development site.

The existing 4.5m wide access serving this car park is located off Bridge Road which is a classified road subject to a 40mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the north east and around 30mph for vehicles approaching from the south west.

Assuming typical speeds of 25mph for vehicles travelling in the south westerly direction, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in the north easterly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility in this direction from the existing access is adequate.

Assuming typical speeds of 30mph for vehicles travelling in the north easterly direction, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in the south westerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility in this direction from the existing access is inadequate providing a splay of approximately 2.4 x 17m. Visibility is restricted in this direction by the existing hedgerow located alongside the proposed development site.

I would not normally wish to support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access. The proposed development is considered likely to generate an increase in vehicle movements compared with its previous use.

In order to support such a development, I would recommend that a section of this hedgerow is either removed / setback or lowered (to a maximum height of 1.0m above the adjoining road level) in order to provide the required visibility splay in the south westerly direction. I understand that the landlord has control of this hedgerow and has agreed to carry out the necessary improvements.

In terms of parking provision for the proposed café/ takeaway, LPGN 16 (Class A3 use) would normally require 1 car space per 4m² public floor space. I understand that the proposed café/ takeaway will have 80m² public floor space which would require a maximum of 20 no. spaces. However, a number of customers may well walk to the café / takeaway rather than arrive by car.

I understand that the landlord is considering providing additional access to connect the 2 no. existing car parks fronting the development site and provide some additional parking spaces in this car park. Such a proposal would be considered beneficial as unit 29 only appears to have 14 existing spaces immediately fronting the premises.

I understand that at least 10 no. additional spaces are also available to the rear of the premises which could be used to supplement the 14 no. spaces at the front of the proposed café. The applicant has suggested that signage will be erected at the front of the premises to direct customers to the rear parking spaces if the front car park is full. I would recommend that the applicant provides a plan indicating the proposed available parking spaces at both the front and rear of the premises including details of proposed directional signage. I would recommend that these spaces are re-marked with white lining material in accordance with LPGN 16 requirements.

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

CONDITIONS

- | | |
|---------------------|---|
| ZJ17
038R | VISIBILITY SPLAYS (NEARSIDE)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres to the north east and 2.4 metres x 43 metres to the south west measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |
| ZJ23
035R | (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR
No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times. |

Supplementary Notes

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

Peter D. Mucante

pp. Network and Infrastructure Manager

