

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/1054	Your Ref:	SEH/P/2009/1054
Date:	25 th January 2010		

TOWN AND COUNTRY PLANNING ACT 1990 TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 417 Gwydr House, 7 Penyllan Street, Overton on Dee, Wrexham.

Development: Change of use to coffee shop and delicatessen including outside seating area to rear.

I refer to your consultation dated 05/01/2010 in respect of the above.

The proposed development site is located on Pen y Llan Street which is a busy classified road subject to a 30mph speed limit.

I understand that the development site currently consists of a flat on the first floor with a redundant curtain shop on the ground floor.

There is an existing vehicular access to the site off Church Road. Church Road is a classified road subject to a 30mph speed limit. The access is quite close to the junction with Pen y Llan Street and suffers from inadequate visibility and is considered inadequate to accommodate the simultaneous passage of 2 no. vehicles. There is only sufficient parking space on site for two or three vehicles with limited space for turning.

There is a small public car park to the rear of the site served off Church Road which I assume is used by local people shopping in the village and would also be used by visitors to the proposed café / bistro.

There is a bus stop immediately to the west of the development site along Pen y Llan Street. Visibility from Church Road along Pen y Llan Street is inadequate in the westerly direction. There is no restriction on parking along the section of Pen y Llan Street fronting the site or at the junction of Church Road / Pen y Llan Street. The parking of vehicles directly outside the premises along Pen y Llan Street would be undesirable and would only result in reducing the available visibility in this direction from the Church Road junction. However, parking in this location may have occurred with the existing premises and could occur now. I would assume that most visitors to the café would park in the public car park to the rear of the site and are likely to be visiting the village for other reasons ie/ shopping, post office, health clinic.

The proposed change of use from A1 – non food retail (requiring 1 car space per 20m² gross floor space) to café / bistro – A3 Food & Drink (requiring 1 car space per 4m² net public floor space) would normally result in an increased demand for parking provision. However, although the proposed development has little or no suitable parking provision within the curtilage of the site, the proximity of the public car park to the rear of the site is considered adequate to support such a development. It may however be considered appropriate in this instance to request a committed

sum in lieu of any shortfall in parking provision payable towards any future maintenance and improvements to the public car park.

In terms of the proposed outdoor seating area, I comment as follows:-

As such a feature would remove the existing turning facility to the rear of the site, I would recommend that the existing substandard access onto Church Road is permanently closed up with the existing access / footway crossing being reinstated to full height footway construction in the interest of pedestrian safety. In order to carry out these works within the highway, the applicant will need to apply for formal consent pursuant to s.184 of the Highways Act 1980.

Although I have no objections to the proposed development ie/ use as a coffee shop and delicatessen, I would not wish to support any proposed usage as a hot food takeaway. Any proposed use as a hot food takeaway is likely to result in indiscriminate parking along this section of Penylan Street and Church Road and would be detrimental to highway safety.

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

CONDITIONS

1. A commuted sum shall be paid in lieu of any shortfall in parking provision at the development site.
2. The proposed development shall be restricted to use as a "coffee shop and delicatessen" and shall not be used as a "hot food takeaway".
3. The existing vehicular access located to the rear of the development site shall be permanently closed up prior to first occupation of the premises.
4. The existing access onto Church Road shall be reinstated to full height footway construction (see note).

REASONS

1. To fund improvements to the public car park to the rear of the development site.
2. In the interest of highway safety.
3. In the interest of highway safety.
4. In the interest of pedestrian safety.

Supplementary Notes

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

Note:

In order to reinstate the existing access serving the development site (along Church Road) to full height footway construction, the applicant will need to apply for formal consent pursuant to s.184 of the Highways Act 1980.

JM Leach

PP Operational Manager Traffic & Transportation