

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory

Our Ref: ET/DC/PP/P/2021/0874 **Your Ref:** SEH/P/2021/0874

Date: 17th October 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 364 571 The Old Post Office, Station Road, Rossett, Wrexham.

Development: Change of use of ground floor shop (Class A1) and ground floor of associated dwelling and rear garden (Class C3) to a restaurant / coffee shop (Class A3) and internal alterations to the existing residential use on the first floor.

I refer to your consultation / email dated 05/10/2022 including revised Planning Statement in respect of the above.

The proposed development site is located on Station Road which is an unclassified, residential road subject to a 30mph speed limit.

There is an existing on-street parking issue along Station Road. There are a limited number of 30 minute waiting bays outside the premises along Station Road. However, these spaces are already frequently used by existing shop owners / customers / members of the public. There is an existing public car park located approximately 90m west of the proposed development site. However, this is in frequent use throughout the day.

There is off-road parking available for the existing flat at the site which provides parking for up to 2 vehicles. However, this is only 2.2m wide and has limited visibility of approximately 2.4 x 3m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing building and boundary wall. This driveway would appear to be too narrow to allow any occupants of vehicles to enter or exit their vehicles. There is no off street parking provision for the proposed restaurant / café.

I understand that the proposed development comprises an existing mini-market / post office with 3 bed flat being converted to a restaurant / coffee shop plus a 3 bedroom flat. LPGN 16 would normally require a maximum of 3 spaces for the existing flat and a maximum of 8 spaces for the existing retail unit (max total of 11 spaces).

The proposed / retained flat (now 2 bedroomed) would normally require a maximum of 2 spaces. Based on a revised net public floor space of 88m², the proposed restaurant / coffee shop would normally require a maximum of 22 spaces (max total of 24 spaces). This would represent a significant increase in parking demand compared with its previous use.

Developments of this nature have the potential to attract a high proportion of car borne traffic and without adequate accessible parking, can affect traffic flow and road safety. The proposed development also has the potential to result in an increased occurrence of indiscriminate parking. Customers are typically tempted to park close to the premises, often jeopardizing the safety of other road users and pedestrians or park in adjacent residential streets thereby inconveniencing residents.

It may be considered that the lack of parking provision 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. **It would therefore normally be difficult to support the proposed development given the issues raised.** If the application is supported, it would seem reasonable to request a condition which prevents the restaurant / café selling food or drink for consumption off the premises. This could reduce the likelihood of short stay visits to the premises.

I have noted the comments made in the latest Planning Statement which are similar to the points made previously by the applicant's agent which I have commented on in my previous responses.

In respect of the recently approved planning application (ref: P/2002/0008) for The Hwb at The Green, Rossett, I comment as follows:-

Previous highway recommendations at the site included the provision of a minimum of 6 spaces (ie/ 55% provision compared with maximum standards) to serve the proposed development where it was recognized that there were existing parking / traffic issues. However, consent was granted at Planning Committee without the need for any off street parking provision whatsoever. It was viewed that 55% parking provision would be acceptable at The Hwb which is only a short distance from the application site on the basis of being in a sustainable location. If this level of parking provision is applied to the current application, then it would in theory only require 13 spaces as opposed to 24 spaces. When compared with the original retail / flat use which required a maximum of 11 spaces, the difference in parking demand could be viewed as negligible.

On this basis and in the light of this recent planning consent, it may be viewed as difficult for the Highway Authority to object to the current application (ref: P/2021/0874) on the grounds of inadequate parking provision.



Chief Officer, Environment & Technical