

CADNANT

PLANNING

**THE OLD POST OFFICE, STATION ROAD,
ROSSETT**

PLANNING STATEMENT

Mr Adrian Rowlands

August 2022

2020.059

Conwy | 20 Connaught House, Riverside Business Park, Benarth Road, Conwy LL32 8UB

Chester | 1 Aldford House, Bell Meadow Business Park, Pulford, Chester, CH4 9EP

Planning Statement



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1. Introduction

- 1.1 This Planning Statement relates to planning application P/2021/0874 which is for the change of use of the former Post Office on Station Road, Rossett, Wrexham to a restaurant / coffee shop on the ground floor, together with internal alterations to the existing residential use of the first floor (which is retained as a single dwelling unit).
- 1.2 The application was first validated in November 2021. Concerns have subsequently been raised in respect of two main issues relating to the application:
- Highways
 - Phosphates
- 1.3 These issues are addressed below, along with other relevant material considerations. This Planning Statement should be read in consultation with the previously submitted plans and documents.

2. The site and context

- 2.1 The application site comprises a building within the Rossett Conservation Area, that fronts onto Station Road. There is a salon immediately adjacent to the east, with the Alyn Riverside Pub adjacent to this. To the west is a two-storey red brick traditional semi-detached dwelling, with the two buildings separated by an access to the side of the former shop and Post Office and a parking space for the dwelling. Immediately opposite is a terrace of traditional dwellings, with Station Road containing predominantly residential properties interspersed with some commercial properties and religious buildings. The Post Office is currently housed within the Presbyterian Church, but is not open on a daily basis.
- 2.2 There is a public car park located less than 100m to the west of the application site, on the same side of Station Road, and there is time restricted parking outside the Alyn Riverside pub (which also has its own car park) and in front of the salon and the application site. In front of the salon, the parking is restricted to 30 mins between 8am and 6pm, with no return within 1 hour. Further to the west there is unrestricted parking on the southern side of Station Road. Figure 2.1 shows the location of the application site and the car park. The application site lies along a recreational cycle and walking route, with a sign indicating this being located at the junction of Station Road with the B5445 (Figure 2.2). There are regular bus services to Wrexham and Chester which run every 15 minutes between 7am and midnight approximately within 50m of the application site. In addition to this, the residents of Rossett and Lavister are within easy walking distance of the application site. The application site is therefore in an extremely sustainable location.

Figure 2.1 Aerial image showing location of application site



Figure 2.2 Cycle and walking route sign at junction of Station Road and B5445



- 2.3 In addition to this the adopted development plan which is the time expired Wrexham Unitary Development Plan (UDP) identifies land at Rossett to be safeguarded for a new rail station on the Chester to Shrewsbury line (Policy T3).
- 2.4 The community of Rossett includes the nearby villages of Burton, Burton Green, Trevalyn and Lavister, with this area containing a population of 3,231 in 2011 (the 2021 figure is not yet available). The application site lies within the settlement boundary of Rossett / Lavister where new development will be directed to (Policy PS1).
- 2.5 The application site itself comprises a two-storey building with single storey outbuildings / extensions and a modern shopfront, and previously contained a convenience store and post office on the ground floor (closed since 2017). The premises previously comprised a busy shop with many customers who were there for relatively short periods of time. There were also a number of staff employed in the shop and post office.
- 2.6 There is a single residential unit at the property on the first floor, which it is proposed to retain. The building is overall in a poor condition and the existing shopfront detracts from the character and appearance of the Rossett Conservation Area, with this noted within the Rossett Conservation Area Assessment and Management Plan which states *'The modern and stark shop frontage is an incongruous feature of the road. The main building has been significantly extended and altered with the insertion of modern proportioned windows and the use of modern materials disguising the traditional core of the building which dates from the late 19th Century.'* Figure 2.3 to 2.6 contain photographs of the application site. The accompanying plans show the proposed

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alterations to the layout. As can be seen the single storey outbuildings are unattractive additions to the main building.

Figure 2.3 Front elevation looking west along Station Road



Figure 2.4 Front elevation



Figure 2.5 Front elevation looking east along Station Road



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Figure 2.6 Access and parking between application site and dwelling



- 2.7 At present on the first floor there is one three bedroomed flat and one shower room containing a toilet. On the ground floor there is currently a bathroom, office, living space and shop with kitchen / food preparation area.
- 2.8 The café will be run by someone who already has a successful café / restaurant in the centre of Llangollen, which also has no on-site parking. Staff members live locally, and many of the customers are also local, meaning that they walk to the facility or get dropped off and don't require parking spaces.
- 2.9 Following previous comments received in relation to the application in respect of highways and phosphates, further amendments have been made to the scheme, resulting in a reduction of the restaurant floor space, the removal of one existing bedroom and the removal of one proposed toilet. It is now proposed to locate a wine cellar area adjacent to the bar, with a coat rack alongside this. It is also proposed to bring the front of the restaurant in from the front elevation of the building in order to provide a covered area which it is proposed to use for plants etc to make the frontage more attractive and for customers waiting to enter being sheltered from the rain. The application site is within a C1 flood risk area as shown on the Natural Resources Wales development advice map, but the proposal removes the residential element from the ground floor, which is considered to be highly vulnerable development, and therefore results in a reduction in terms of flood risk.
- 2.10 In terms of parking and highways, the application site lies within a 30-mph zone and there is an area of time restricted on street parking immediately outside the front of the

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building. There is also unrestricted on street parking further along Station Road, and a public car park is in close proximity on the same site of the road.

- 2.11 The Council's Highways department have stated that for the existing three bedroomed flat, three no. parking spaces would normally be required to meet the current guidance. They also state that there would usually be a requirement of a maximum of eight spaces for the existing retail unit, creating a total requirement of 11 parking spaces. In relation to the proposed new use, the Highways department state that three parking spaces for the flat would be required and, based on the previous floor space, the café / restaurant would require a maximum of 25 spaces, making a total of 28 spaces for the proposed use, and a difference of 17 between the existing and the proposed. (The public floor space area has since been reduced.) It is also stated that the public car park is in frequent use during the day, which it is, however it is not full all day and there are parking spaces available throughout the day in the car park with cars coming and going. Assumptions are made about customers being typically tempted to park close to the premises and this causing potential issues – which is not necessarily the case.
- 2.12 The application site is located in an area where there is the potential for increased amounts of phosphorus to impact on water quality within a Special Area of Conservation (SAC). It is connected to the mains sewerage system which is served by the Lavister treatment plant, which does have a phosphate permit.
- 2.13 In terms of phosphates and the Habitats Regulations Assessments (HRA), Natural Resources Wales (NRW) produced new advice to planning authorities in July this year regarding planning applications affecting phosphorus sensitive rivers. The guidance states that *'In SAC catchments failing to meet phosphorus targets, it is possible that new developments can be authorised if it can be demonstrated they will not lead to further deterioration of water quality in the SAC water bodies failing to meet water quality targets and will not undermine the ability for the SAC to meet its conservation objectives'*. In the latest NRW comments regarding this site (2nd August), they advise that the development has *'the potential to increase the amount of phosphorus being discharged from these sites. As such we advise your Authority should seek further information from the applicant and/or your Authority should consider whether these employment developments would be utilised by a local population already served by residential connections to existing public or private sewers discharging within the SAC river catchment'*. It is expected that the majority of the customers and all the staff will live locally and therefore be living within the catchment area, and that where customers are from out of the area, they will be staying in tourist accommodation locally.

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Therefore, the development will be utilised by a local population already served by residential connections to existing public or private sewers discharging within the SAC river catchment, and not create additional phosphate discharge.

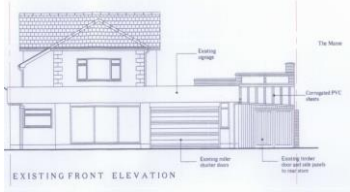
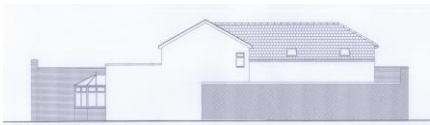
Planning history

2.14 There is no recent relevant planning history that relates to this site and application.

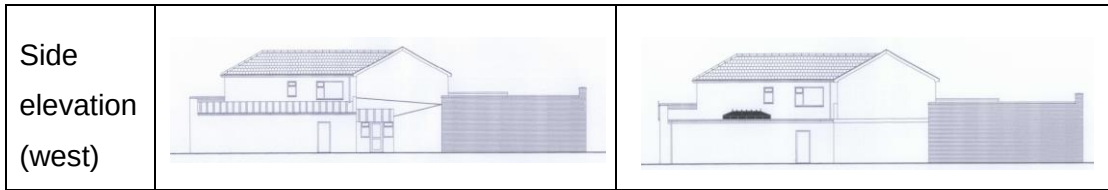
3. The proposed development

- 3.1 The proposed development relates to the change of use of the ground floor to a café / restaurant, retaining the existing dwelling unit on the first floor but reducing the number of bedrooms from three to two. No takeaway provision is proposed, and customers will only be those seated within the premises.
- 3.2 It is also proposed to rationalise, and make improvements to, the unattractive single storey additions / extensions to the side and rear of the main building and to remove the existing upvc conservatory as can be seen in Figure 3.1. There are currently asbestos roofing materials at the site, and these will be removed and replaced with safer and more appropriate alternative.
- 3.3 It is proposed to amend the shopfront in a traditional style in order to make it more attractive, so that it contributes to the Conservation Area rather than significantly detracts from it as at present. These details have not yet been finalised and it is suggested that the approval of these details forms part of a planning condition attached to any planning permission for the change of use.

Figure 3.1 Comparison of existing and proposed elevations

Location	Existing	Proposed
Front elevation		
Rear elevation		
Side elevation (east)		

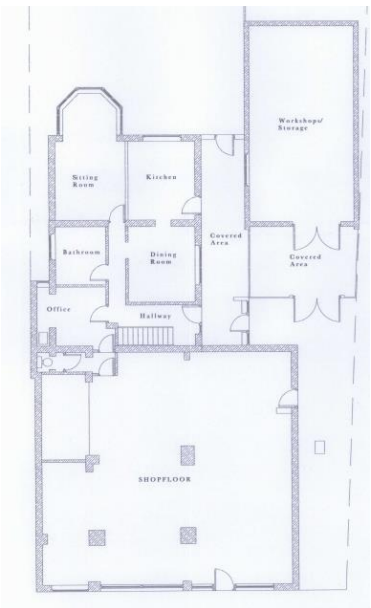
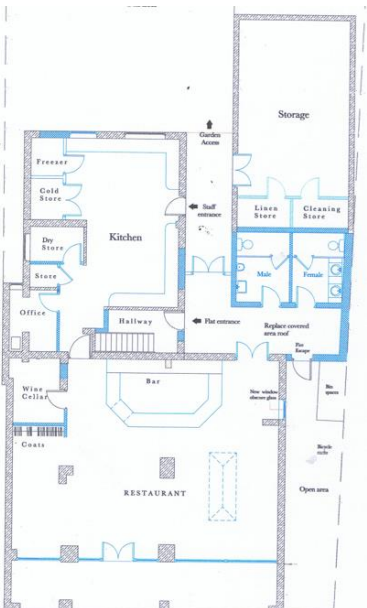
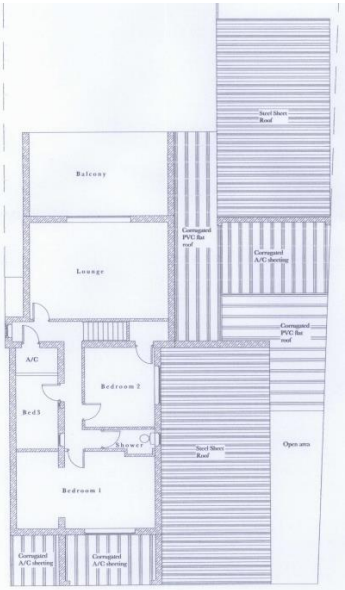
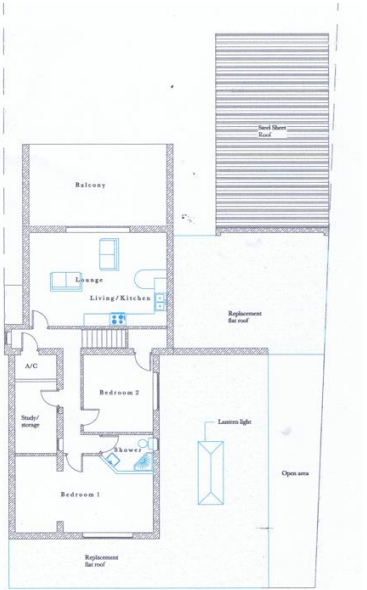
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- 3.4 On the ground floor there is currently a bathroom, office, living spaces, shop, and kitchen / food preparation area. It is proposed to move the living spaces to the first-floor dwelling units and to remove the ground floor bathroom so that the ground floor will contain a kitchen, restaurant area, ancillary storage etc and male and female toilets (one of each) that will also serve the staff. This means that there will be one additional toilet on the ground floor.
- 3.5 As stated above, at present on the first floor there is 1 no. three bedroomed flat and one shower room containing a toilet. It is proposed to amend the layout and facilities to provide a living / kitchen on the first floor, to retain the existing shower room, and to reduce the number of bedrooms from three to two through the creation of a study for home working. This third room is not considered appropriate for use as a bedroom due to its size and lack of window, and will provide a study / office space, thus reducing the number of potential residents.
- 3.6 Overall, in terms of wastewater, there will be one additional kitchen, and one less bathroom, with this being replaced by two separate toilets. Figure 3.1 contains a comparison of the floor plans. It has already been confirmed how the foul drainage will be dealt with, and the accompanying plans show where the discharge connects to the main sewer. In terms of water use and wastewater, all laundry will be done off site, low use new facilities will be installed and the efficiency of existing facilities e.g., shower, taps improved, together with the installation of water butts to collect rainwater for use in the garden / watering pots. In this respect there will be a reduction in wastewater and runoff, there will therefore be no additional discharge to ground, and the development will not increase the volume or concentration of wastewater and therefore there should not be any impact on phosphate levels in this respect.

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Figure 3.1 Comparison of the existing and proposed floor plans

Location	Existing	Proposed
Ground floor		
First floor		

- 3.7 Staff working in the café are expected to be local people, particularly younger people, who will either walk to work or be dropped off by family members. In addition to this, as with the existing outlet in Llangollen, it is expected that many customers will be local people out walking or cycling who will not arrive by car. Approximately 18 full time equivalent jobs would be created, with the applicant actively looking to employ local people.

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- 3.8 The opening hours proposed are 8.30am to 22.00pm, so there would be no late-night opening.
- 3.9 As stated above, the scheme has previously been amended and the café / restaurant floor space reduced, along with the number of covers. A maximum of 48 seated customers would be accommodated (12 tables with a maximum of 4 persons per table), with many of these travelling together and not as individuals. The applicant is willing for a reasonable condition to be attached to ensure that the number of covers is not increased without prior approval. This will however have to be sufficient for the business to be viable. With the proposed external covered area as now proposed, the internal restaurant area is further reduced to approximately 100 sq m (88 sq m plus 12 sq m for the external covered area). This reduces the maximum car parking requirement to 25 spaces for the café / restaurant, based solely on floorspace.
- 3.10 Based on the number of tables being 12 no., and most customers travelling there together, even if they were all to travel by car which is not likely, this would be a maximum of 12 cars. In addition to the two parking spaces required for the flat, this would be 14 in total, which is only slightly higher (3 spaces) than the maximum for the existing use and three bedroomed flat.
- 3.11 At present deliveries to the site are not controlled, and should the shop re-open (as it could without requiring planning permission as this is the existing planning use), there would be no control over the time and type of delivery vehicles. The applicant will provide a management plan which sets out the time and type of deliveries, with these being when the café / restaurant is not open to the public and at quiet times of the day. It is suggested that the management plan is conditioned as part of any planning approval prior to the opening of the café / restaurant.
- 3.12 No parking spaces will be provided on the site as it is a constrained site that does not allow for this, however a number of secure cycle racks will be located to the side of building as shown on the accompanying plans.
- 3.13 A private refuse contractor will be used to remove waste materials and recycling from the storage area shown on the plans. The times of collection can form part of a traffic management plan if necessary.

4. Policy context

- 4.1 The proposal involves the change of use of part of an unlisted building within a Conservation Area. The national and local planning policy guidance considered relevant to the principle of this development is set out in this section.
- 4.2 The key relevant legislation that relates to the historic environment in Wales is set out in the following:
- Historic Environment (Wales) Act 2016;
 - Planning (Listed Buildings and Conservation Areas) Act 1990; and
 - Ancient Monuments and Archaeological Areas Act 1979.

National planning policy and guidance

Future Wales: The National Plan 2040

- 4.3 Future Wales – the National Plan 2040 is the recently produced national development framework which sets the direction for development in Wales to 2040 at a strategic level. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

Planning Policy Wales Edition 11, 2021

- 4.4 This sets out the national planning framework for Wales and paragraphs 6.1 to 6.1.32 relate to the historic environment, setting out the Welsh Government's objectives in relation to this.
- 4.5 Paragraph 6.1.5 states: *"The planning system must take into account the Welsh Government's objectives to protect, conserve, promote and enhance the historic environment as a resource for the general well-being of present and future generations. The historic environment is a finite, non-renewable and shared resource and a vital and integral part of the historical and cultural identity of Wales. It contributes to economic vitality and culture, civic pride, local distinctiveness and the quality of Welsh life. The historic environment can only be maintained as a resource for future generations if the individual historic assets are protected and conserved"*.

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- 4.6 In relation to economic development PPW states *'Productive and Enterprising Places are those which promote our economic, social, environmental and cultural well-being by providing well-connected employment and sustainable economic development. These places are designed and sited to promote healthy lifestyles and tackle the climate emergency. This is done by making them: easy to walk and cycle to and around; accessible by public transport; minimising the use of non-renewable resources; and using renewable and low carbon energy sources'*. Paragraph 4.3.1 states *'Retail and commercial centres are hubs of social and economic activity and the focal point for a diverse range of services which support the needs of local communities. They are highly accessible to different modes of transport and are the most sustainable locations for new development'*. PPW goes on to say in paragraph 5.4.3 *'Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration'*.

Building Better Places (July 2020)

- 4.7 This outlines the Welsh Government's planning response to the COVID-19 pandemic. It states that crucial to revitalising town centres will be the use of outside spaces within these *"and thinking about how we proactively plan for these as the need to retain social distancing measures remains. Creative uses for our open spaces in town centres should be considered, including creating new spaces from underutilised areas such as empty plots and car parks as well as using pavements and highways and urban greenspaces to facilitate open spacious places that will both help businesses operate and people to feel safe whilst socialising."*

Active Travel Act Guidance, July 2021

- 4.8 In conjunction with Planning Policy Wales, this guidance will support the masterplanning, layout and design of development sites, ensuring that all newly planned development is fully accessible by walking and cycling. This applies to private and public sector development, whether mixed use, housing, employment, or public services such as schools and hospitals. It relates to provision within the site and to connections between the site and nearby services, facilities and active travel networks.
- 4.9 The design of development proposals shall, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs.

Technical Advice Note 12 Design, March 2016

- 4.10 TAN 12 Design sets out the guidance for local planning authorities on designing for sustainable development and outlines how best to deliver good design. It is a key principle that the context is appraised, and an appropriate design solution achieved.

Technical Advice Note 18 Transport, March 2007

- 4.11 This sets out the guidance in relation to integrating land uses and transport, as well as meeting sustainable development goals in relation to transport. It covers such matters as ensuring new development is located where there is good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion.

Technical Advice Note 23 Economic Development, February 2014

- 4.12 This sets out the guidance in relation to economic development and recognises that this includes activities such as retail and tourism, as well as the traditional economic uses. It states that it is important that the planning system recognises the economic aspects of all development and that planning decisions are made in a sustainable way which balance social, environmental and economic considerations.

Technical Advice Note 24 The Historic Environment, May 2017

- 4.13 The purpose of this TAN is to provide guidance on how the planning system considers the historic environment during development plan preparation and decision making on planning applications that impact on the historic environment. It provides specific guidance on how the various aspects of the historic environment should be considered during this process.

Cadw Guidance

- 4.14 There is also relevant Cadw guidance including:
- Conservation Principles for the Sustainable Management of the Historic Environment in Wales, 2001;
 - Setting of Historic Assets in Wales, May 2017;
 - Managing Historic Character in Wales, May 2017; and
 - Managing Conservation Areas in Wales, May 2017.

Local planning policy and guidance

4.15 The site lies within Wrexham County Borough and the local planning policy context is set within the adopted development plan, the time expired Wrexham Unitary Development Plan 1996-2011 (UDP). Table 4.1 provides a summary of local planning policy which is of relevant to the proposed development.

Table 4.1 Summary of local planning policy and guidance

Policy	Summary of policy
Strategic Policy PS1	New development for housing, employment, and community services will be directed to within defined settlement limits / employment areas.
Strategic Policy PS2	Development must not materially detrimentally affect countryside, landscape/townscape character, open space, or the quality of the natural environment.
Strategic Policy PS4	Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.
Policy GDP1	All new development should meet a number of criteria including: a) Ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality d) Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible. k) Secure the development of sustainable communities, through the promotion of the economic, social and environmental well-being of the area.
Policy EC7 Conservation Areas	Within, and in close proximity to, conservation areas, the priority will be to preserve and/ or enhance those buildings, structures, streets, trees, open spaces, archaeological remains, views, and other elements which contribute to the unique character of the area. New buildings and alterations or additions to existing buildings in conservation areas, whether listed as of special architectural or historic interest or not, must reflect the design and character of the area as a whole and the form, scale, detailing and materials of existing buildings.
Policy EC15 Small Scale Neglected Sites	Action will be taken to protect and enhance general amenity through the reclamation and restoration of derelict sites, and through the improvement of untidy sites, dilapidated buildings, and other eyesores, particularly those in sensitive locations.

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Policy S9 Loss of Local Facilities	Outside Wrexham Town Centre and the district shopping centres, proposals that entail the loss of shopping/commercial facilities will only be permitted where:- a) the use is no longer viable and all reasonable attempts to sell or let the business over a 12 month period have proved unsuccessful or; b) the building is in a derelict or unsightly condition and the proposal would bring about substantial environmental improvements and c) the loss of the facility would not prove detrimental to the social and economic fabric of its locality.
Policy T3 Transport	Land at Rossett and Johnstown and Rhosymedre on the Chester to Shrewsbury rail route will be safeguarded for new rail stations together with ancillary car and cycle parking and passenger facilities.
Policy T8 Parking	Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:- a) the availability of public transport nearby, b) proximity to public car parking, c) proximity to local services and facilities, d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site. Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate.
Local planning guidance notes	
04. Conservation Areas 12. Shopfront Design and Security 16. Parking Standards 30. Design	

- 4.16 The Parking Standards state that these are maximum standards, but that development will not be permitted if there is insufficient parking on site and where as a result this will cause of increase highway problems. It also states that if these impacts can be overcome or reduced to acceptable levels by the delivery of new or improved transport infrastructure...or the implementation of traffic management and parking controls, developers will be required to fund or in some instances contribute to towards the cost of their delivery.
- 4.17 The parking standards set out in the guidance for the A1 existing use (small shops of up to 300 sq m) and the proposed new A3 café / restaurant use are set out in Table 4.2 below.

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Table 4.2 Parking standards

Type of development	Parking standard	Cycle parking standard
A1 Small shops of up to 300 sq m gross floor space	1 car space per 15 sq m gross floor space	1 cycle space per 150 sq m gross floor space
A3 Pubs, restaurants and cafes, and hot food takeaways	1 car space per 4 sq m gross floor space	1 cycle space per 40 sq m gross floor space

5. Main considerations

5.1 The main considerations in respect of this application are considered to be:

- Principle of development
- Highways
- Phosphates
- Heritage
- General and residential amenity

Principle of development

5.2 The proposal seeks the change of use of the ground floor of a previously busy convenience store and Post Office (A1) to a café / restaurant (A3), together with improvements to the building and application site. A café / restaurant is an appropriate land use within a centre such as Rossett and will provide a new commercial use for the site to support the local economy and provide an additional community facility.

5.3 The site is in a highly sustainable location, and involves finding a re-use for an unused and unattractive building within the Conservation Area and settlement boundary of Rossett. UDP Strategic Policy PS1 states *'New development for housing, employment, and community services will be directed to within defined settlement limits / employment areas'*. Strategic Policy PS4 states *'Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car'*. In addition to this, Policy EC 15 states *'Action will be taken to protect and enhance general amenity through the reclamation and restoration of derelict sites, and through the improvement of untidy sites, dilapidated buildings, and other eyesores, particularly those in sensitive locations'*. The proposal is in line with these strategic and general policies, along with those referred to in Table 4.1 above. It also ensures the retention of a community facility and a commercial use for the building, and is line with the national planning policy guidance set out in PPW and the relevant Technical Advice Notes.

5.4 In terms of flood risk, the application site is located in a C1 flood risk area, but the proposal removes the residential element from the ground floor, and therefore results in a lowering of flood risk.

Highways

- 5.5 The application site is in the centre of a settlement, in close walking distance of a significant number of residential properties, and in a highly sustainable location in close proximity to frequent public transport services and walking and cycling routes. In this respect it is line with both local and national policies that relate to development being in sustainable locations close to public transport and walking and cycling routes.
- 5.6 The requirements of the Wrexham Local Planning Guidance Note on Parking Standards are set out above and the Council's Highways Department have expressed their concerns, with these also set out above. Since the most recent response from the Highways department, the scheme has been amended to provide only two bedrooms within the flat and has further reduced the internal public floor space to approximately 88 sq m, plus 12 sq for the external covered area. This would require a maximum requirement of two parking spaces for the flat (a reduction of one) and a maximum requirement of 20 for the café / restaurant (based purely on a floorspace calculation), in a highly sustainable location which is close to a car park. In addition to this, it is proposed that the flat is occupied by a staff member, further reducing car parking requirements.
- 5.7 With a proposed 12 tables and a maximum of four people per table, most customers per table arriving together, even if all were to travel by car which is not likely, this would create a requirement of 12 parking spaces for the café / restaurant. Added to the two for the flat, this would create a parking requirement of 14 in total, only three more than for the existing use (based on the maximum parking requirements set out in the LPGN.)
- 5.8 One of the concerns raised is that there will be fewer traffic movements arising from the proposal than for the previous retail use, but that the stays will be longer, creating a potential parking issue. It is considered better to have fewer traffic movements than previously for road safety and sustainability, and in addition to this, customers are less likely to park in inappropriate places when they are visiting somewhere for a longer period of time. This would be more likely if someone was just popping into a shop quickly. In addition to this, it is likely that the café / restaurant will be open and busiest when the nearby shops and funeral directors are shut so that there would be less demand for parking spaces at the same time. Also, if customers are visiting for an evening meal, they might use a taxi as transport to and from the restaurant.

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- 5.9 It is noted that during the Highways department brief monitoring of the use of the car park, on all occasions there were free car parking spaces, as there were during the applicant's own survey. There are assumptions made in their comments dated 19th January 2022 that customers are unlikely to wish to park at the western end of Station Road and will attempt to park close to the premises. Given that many of the customers will be local and walk to the site this is likely to be incorrect, and in addition to this, it is more likely that if there is no parking space available, people will go elsewhere rather than park inappropriately.
- 5.10 The success of the applicant's existing business in Llangollen, which also has no on-site parking, shows that the business can be successfully run without causing any traffic or parking issues.
- 5.11 A number of secure cycle racks will be provided to encourage visitors to travel there by bicycle. In terms of deliveries, these will be from smaller vehicles than used when the premises operated as a convenience store as local suppliers will be used, and therefore there will be a reduction in large vehicles using the Station Road and having to park to unload or turn around.
- 5.12 There have been other examples, and a precedent set, for a reduced car parking requirement for similar proposals within Wrexham County Borough. This includes a site in nearby Gresford where an application for a bar / restaurant (P/2012/0350) had no on-site parking. The officer report stated that 'as restaurants are usually attended by couples of groups who travel together there is unlikely to be demand for 80 spaces. In addition, the site is well located to accessed on foot from Gresford and Marford and by bus from Wrexham and Rossett, thus customers can easily access it by non-car means'. The report also stated that parking was common along the High Street, and concluded that *'on the basis of the information provided as well as the use proposed, I am satisfied that many customers are likely to travel to the site by non-car means and as a result the development will not give rise to a significant demand in parking'*.
- 5.13 The Highways response in relation to the current application for a proposed community hub in Rossett (2022/0008) states that the application does not include any off-street parking which is considered to be unacceptable. However, it does then go on to state that the provision of six off road spaces would provide 55% parking provision compared with the maximum parking standards in LPGN 16, indicating that this lower level would be acceptable. This application has yet to be determined, but is also for a community

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facility within Rossett where there is no parking provision, and similarly it is expected that it would serve the local community and therefore they would generally walk there.

- 5.14 The Highways comments seem to run contrary to the current national and local planning policy which encourages people to walk, cycle or use public transport in sustainable locations with good facilities such as this. Strategic policy PS4 states that development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car. This proposal is in line with this, and based on the number of tables and the requirements of the LPGN in terms of floorspace would only increase the number of parking spaces required by three at the most.

Phosphates

- 5.15 As set out above, measures will be put in place to reduce water use and discharge by the incorporation of new water saving measures, and the replacement of the existing inefficient fittings with efficient ones. In addition to this, the customer base and staff will be either living locally or already staying locally in tourist accommodation and therefore no increase in discharge will result from their use of the café / restaurant. There will also be a reduction in the number of residents living in the flat with the loss of one bedroom.
- 5.16 Therefore it is considered that the development will not create additional phosphates discharge and will not have a significant effect on a river SAC, and that it is therefore in line with the relevant guidance which says that developments intended to provide services, facilities, commercial sites, or places of employment (e.g. community buildings, schools etc.) for a local population already served by residential connections to existing public or private sewers discharging within the SAC river catchment. The application site is served by the Lavister treatment works which currently has a phosphate stripping licence and is operating within its capacity.

Heritage

- 5.17 The application site is located within the Rossett Conservation Area, and noted as detracting from its character and appearance in the Rossett Conservation Area Assessment and Management Plan, with this being written prior to the shop shutting and the appearance and condition deteriorating. This proposal provides the opportunity to rectify this issue by the creation of a suitable shopfront that would help to enhance

the Conservation Area, and would be of definite benefit to its character and appearance.

General and residential amenity

- 5.18 The application site is located in an area of combined residential and commercial uses, with the premises currently containing one dwelling unit. The ground floor previously contained a busy convenience store and post office with long opening hours, but this has been shut since 2017 and the condition of the property is deteriorating. The proposed use as a café / restaurant is considered an appropriate alternative use, will create a reduced number of visits, and it will not have late night opening hours which could impact on neighbouring properties. In addition to this, the proposed improvements to the building will be of benefit to the local area and streetscene, and therefore create an improvement to overall amenity.

6. Conclusion

- 6.1 The building at present detracts from both the Conservation Area and the wider streetscene of Rossett given its condition and design. This application provides an opportunity to significantly improve this, whilst at the same time providing an additional community facility and adding vibrancy and vitality to Rossett.
- 6.2 In terms of highways, the previous use as a busy shop and post office generated many short stay trips and short stay parking requirements, where customers would generally want to park as close to as possible. The proposed use will encourage longer stays where people have walked there, or will be prepared to park further away in appropriate locations. The number of parking spaces for the new use as required as per LPGN16 have been reduced significantly by the amendments to the scheme, bringing it closer to the requirements for the existing use. In addition to this, the site is in a highly sustainable location with excellent access to public transport, and walking and cycling routes, and a management plan will be provided for deliveries and waste collection. It is therefore considered that the application is acceptable in terms of highways, parking and sustainability.
- 6.3 In respect of phosphates, as set out above, the proposal will not create additional phosphate discharge and should be screened out, and is therefore in line with the relevant guidance and legislation.
- 6.4 Overall, it is considered that the proposal is acceptable in planning terms, will benefit the local community, and is in line with the relevant legislation, policies and guidance.

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