

Thank you for your email.

We are obviously very disappointed that you are unwilling to support a proposal that will not only enhance the local facilities with no detriment to highway safety but will also offer a clear opportunity to achieve one of the enhancement proposals specifically set out in WCBC document 'Rossett Conservation Area Assessment and Management Plan' (See 6.0 Below)

1.0 General

In response to your concerns about an increased parking demand; I would state that although the parking standards for A3 are higher than that of A1, the traffic generation comparisons are significantly different.

The A1 existing use will generate significantly more traffic throughout the course of the day – from 0600 hours to 2200 hours. That traffic will potentially create the sort of indiscriminate parking that the highway officer stated he was concerned about in his first two responses.

The highway officer wanted to refuse an application for a takeaway due to indiscriminate parking issues but refuses to accept the opportunity to remove the potential for indiscriminate parking by changing the existing use. It simply does not make sense and we have received no response to this point

You state that there is an existing parking problem but as previously explained the traffic generated by the existing use will far outweigh the traffic from the restaurant/cafe which will mean a far greater demand on the existing parking spaces.

2.0 Comparing the existing and proposed uses.

I now therefore offer you a comparison of problems identified between the current use and the potential use

A1 existing use

Significant traffic generation along a street highway officers ' state they have concerns about.

High turnover of traffic causing through flow traffic issues on the road

Indiscriminate parking problems created by short stay visitors

HGVs visiting site daily and performing 3-point turns required to leave Station Road

HGVs parking on street restricting road widths and causing potential pedestrian safety issues as deliveries cross pavements

Significant traffic generation meaning each vehicle has to perform a 3-point turn to exit Station Road.

Parking limitations because of the significant traffic generation

Shop frontage remains incongruous to its surroundings within the conservation area.

A3 proposed use

Parking below LPGN **maximum** parking standards

Benefits to change of use

Traffic generation limited by number of covers and time spent within the restaurant/cafe.

Less demand on parking due to reduced traffic generation.

No HGVs attracted to the site.

No HGVs undertaking difficult 3-point turns manoeuvres

Less vehicles doing 3 point turns on Station Road

Removal of indiscriminate parking issues

Removal of pedestrian safety issues

Enhanced shop front to meet WCBC Conservation Area aspirations.

I am therefore at a loss to understand why neither the highway or the planning department would not want to secure such obvious improvement.

3.0 Parking standards

You state that the floor area should be such that the highway authority is satisfied by the proposal but when we have explained that the LPGN 16 guidance is for maximum standard and that it should not be used as a minimum standard the statement is completely ignored by the highway officer.

You are no doubt aware that we have reduced the floor area as suggested by yourself but this still does not seem sufficient to meet the Highways officer's requirements. It would therefore be of value and interest if the highways officer could advise me and the client as to what the actual floor area and as to what level of parking he will accept – as at the moment he simply just uses the maximum figure as his sole guidance but then chooses to ignore the rest of the LPGN 16 guidance contained within it. Again, as stated previously, I am sure that both the highways and you, as the planning officer, are only too aware that the Welsh Government have stated time and again that the guidance should not be used as a minimum standard thus enabling/allowing the highways department to be more flexible in its approach. It would be nice if the computer didn't always say no!

(Notwithstanding the above just to put the highway parking requirements into context;

They state that for this small local café/ restaurant that they need 25 parking spaces for the floor space being provided (maximum standards).

Compare this to the proposed McDonalds development at Plas Coch where it is comparable in size but will definitely attract considerably more visitors but the highways department have agreed to just 29 space being 4 more than the highways require at Rossett).

4.0 Parking Surveys

With regard to the comparison between the highways department parking survey and the survey the applicant undertook previously which was submitted with the planning statement, with all due respect, the surveys will differ considerably, as the number of available spaces will vary considerably throughout the day and from day to day. For instance it is noted that when the highways did their three brief visits that were at 10:37am, 11:30am and 14:29pm this is when the village hall is quite often occupied by various groups etc and also when the other businesses situated on station road are open....this would obviously account for the differential in surveys etc. Hence, as stated previously, although the restaurant /cafe will be open during the day, it is hoped that the potential

passing customers, perhaps generated by the people attending the Village Hall together with the Station Road business customers (who may be already parked on station road), the passing cyclists and walkers who will be targeted to use the premises as it is unlikely that a vast number of car borne customers will visit the restaurant/cafe during the morning/afternoon.

However, between 5:30pm and 10:30pm, after the business' are closed (although the village hall still may be being used) is when the restaurant/cafe will usually be at its busiest, when there will be ample empty parking spaces available.

(It could also be argued that an over-provision of parking would reduce the potential to encourage people to use non-car modes of transport).

5.0 Gresford Site

The site in Gresford, that I previously mentioned, offers a clear precedent to support this proposal. The Gresford site was fully supported by the Planning Manager. His extract below from the Planning Committee report is a clear precedent as you could wish for. It gives a very clear direction on what has been acceptable to the planning department previously.

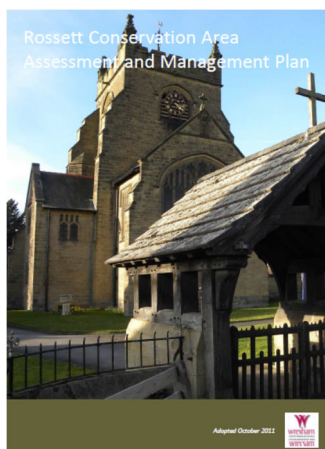
There is no on-site parking provision for the bar/restaurant and I would not wish to support any as it would increase the use of a sub-standard vehicular access. In accordance with LPG16 the maximum parking provision for the bar/restaurant (including a proposed function room provided in a basement) is 79 spaces. However as restaurants are usually attended by couples or groups who travel together there is unlikely to be demand for 80 space. In addition the site is well located to be accessed on foot from Gresford and Marford and by bus from Wrexham and Rossett thus customers can easily access it by non-car means.

Parking is common along High Street however and there are a number of private car parks close to the site, including The Plough Inn on Chester Road. Whilst the latter is privately owned there are currently no restrictions

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. Nevertheless I acknowledge that some customers will choose to drive to the site but I am satisfied that there is sufficient parking provision in the vicinity to cater for the likely level of demand.

6.0 Conservation area

Furthermore, I have noted that the existing shop is in fact in a Conservation area



The above document makes very interesting reading.

The document mentions the Spar store quite specifically stating that its frontage is 'modern stark and incongruous'

4.44 To the southern side of Station Road, opposite Sunny Villas, is the Spar store and post office. 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.



Further within the document are enhancement proposals set out on page 34 by the WCBC Conservation officers who state quite clearly that **'if the opportunity arises in the future, then a more sympathetic and traditional shopfront and signage scheme would help the Spar integrate into the traditional landscape'**

It would seem a shame that WCBC planning department are unwilling to help support the clear enhancement aspirations set out by WCBCs own conservation department.

7.0 Conclusion

Thank you again for your time in looking at this. I know that the highway department are not going to change their opinion but I would ask that you as the planning officer consider the significant improvements being offered.

The list of benefits above is quite extensive as I am sure you will agree?

I am aware that Rossett Community Council have offered their support to the proposal. Obviously, we would like you to support the proposal too but if you are unwilling to do so, I would respectfully

request that this application (including this document) is put before the planning committee so that the site can be looked at and discussed thoroughly by the members of the committee.

Graham Williams