

MEMORANDUM

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

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

Date: 22nd September 2021

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 from restaurant / café to restaurant / café and the base for a hot food and drink home delivery service.

I refer to your consultation/ email dated 07/09/2021 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 / cafe / takeaway.

I understand that the proposed development comprises an existing mini-market / post office with 3 bed flat being converted to a restaurant / cafe / takeaway 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). Without knowing the net public floor space of the proposed restaurant / cafe / takeaway, it is difficult to assess the parking requirement for such a proposal. The proposed / retained flat would normally require a maximum of 3 spaces. If the whole 175m² gfa was taken into account for the proposed restaurant / cafe / takeaway, then LPGN 16 would normally require a maximum of 44 spaces (max total of 47 spaces). **I would recommend that the applicant provides details of the proposed net public floor space in respect of the proposed Class A3 use.** 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 and short stay customers which, without adequate accessible parking, can affect traffic flow and road safety. Often there is an increased occurrence of indiscriminate parking and interruption to the steady flow of traffic along the adjoining highway. Customers are typically tempted to park for short periods 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 be difficult to support the proposed development given the issues raised.

I await the requested information

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical