

TOWN AND COUNTRY
PLANNING ACT 1990

**PLANNING APPLICATION ON
BEHALF**

OF: KELLY THACKER

NYTHFA

STATION ROAD

PENTRE BROUGHTON

LL11 6BG

**Proposed change of use of
part of existing residential
property (ground floor
hall/storeroom) to
hairdressing salon**

**SUPPORTING PLANNING
STATEMENT**



Holmcroft

Townfield Lane

Tarvin, Cheshire. CH3 8EG

PAL Reference: PAL/2038 August 2021

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1 INTRODUCTION

1.1 PREAMBLE

- 1.1.1 Planning Angel Ltd (PAL) have been commissioned by Kelly Thacker to prepare a supporting Planning Statement for the planning application for the change of use of part of the ground floor of the existing residential property into a hairdressing salon at Nythfa, Station Road Pentre Broughton LL11 6BG.
- 1.1.2 This statement has been produced to explain the design rationale of the proposal and to set out the main planning considerations.
- 1.1.3 The alterations proposed to the property are internal, other than a fascia signboard subject of a separate application that will be erected on the front elevation.
- 1.1.4 The previous general stores business that operated on site historically ceased trading and the building changed use to residential, this application proposes to revert part of the building back to a commercial use.
- 1.1.5 The applicant's family will retain their living accommodation within the remainder of the building. The proposed layout will create a self-contained ground floor workspace which does not have public access through to the residential property, this is effectively a live work unit.
- 1.1.6 This Statement demonstrates how the design and planning objectives respond to the advice contained within the National Planning Policy Wales (PPW), and the relevant policies of the Wrexham Unitary Development Plan 1996-2011 (adopted 2005).



(SOURCE: GOOGLE EARTH)

2 SITE CONTEXT

2.1 THE SITE

2.1.1 The application property is currently a two-storey residential property accessed from Clayton Road (but with an access onto Station Road from the garden). The “front” door is not the main door used by residents and will be used as the access into the hairdressing salon. The property is situated on the northern side of Station Road but turns the corner onto Clayton Road - an established residential area within Pentre Broughton.

2.1.2 The property fronts onto the apex of where both roads join. There is pavement across the frontage and down Clayton Road and there is an enclosed rear yard to the side of the site that accommodates a storage shed suitable to securely store cycles and room to put recycling bins. A brick wall encloses the yard, with pedestrian gates allowing access onto Station Road and Clayton Road. There is unrestricted on street car parking within the immediate vicinity.



2.2 BUILT FORM OF THE SURROUNDING AREA

2.2.1 The property is situated amongst a street which does not have a strict building line and properties line the road length stepped at varying distances off the highway.

2.2.2 There is no proposal to alter the building externally, other than erect a fascia sign (subject of a separate advertisement consent application).

2.2.3 The area that will be used by the business is currently a single room with smaller storeroom leading off it (floor area = 28 sqm). There will be an internal door linking this space with the

remaining residential part of the property, but this door will be for use by the applicant (staff) only.

- 2.2.4 The predominantly residential area is interspersed with historical local business premises, some survive and adapt whilst the demand for non-residential uses in the area has diminished in recent times.



RESIDENTIAL (THE SITE) ALONGSIDE COMMERCIAL USES



SOURCE: GOOGLE EARTH

3 PLANNING HISTORY & POLICY

3.1 CONTEXT

- 3.1.1 This property has had no recorded planning history.
- 3.1.2 The property was formerly a general stores and the applicant is seeking permission to reinstate a commercial use within part of the building.

3.2 POLICY SUMMARY

- 3.2.1 The site is in a residential area interspersed with commercial and other uses.

3.3 PLANNING POLICY WALES (PPW)

- 3.3.1 The PPW sets out the national planning policies for Wales and how these are expected to be applied. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

3.4 UNITARY DEVELOPMENT PLAN (UDP) (2005)

- 3.4.1 The following UDP policies are relevant to the determination of this application and are considered to align with the principles, aims and objectives of the PPW and are considered to carry significant weight.

Policy GDP1 – Development Objectives

- 3.4.2 Policy GDP1 All new development should: - 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. b) Take account of personal and community safety and security in the design and layout of development and public / private spaces. c) Make the best use of design techniques, siting, and orientation in order to conserve energy and water resources. d) Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality. e) 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. f) Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industry and quarrying, and associated noise, odour or vibration arising from development. g) Secure public services (e.g., gas, water, electricity) to development at minimum public cost. h) Safeguard sites and areas

of nature conservation and wildlife interest, and to provide new habitats where there is an unavoidable loss of existing habitats and areas of wildlife interest. i) Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides, or contamination, either on or off the site. j) Have regard to the need to safeguard those areas that possess a strong Welsh cultural and/or linguistic identity from development that could harm this identity. k) Secure the development of sustainable communities, through the promotion of the economic, social, and environmental well-being of the area.

Policy S2 – Retail uses

Outside the principal shopping streets of Wrexham Town Centre, encouragement will be given to ground floor retailing proposals. Mixed use commercial development will be allowed only if it enhances the vitality and environmental quality of the area.

T8 – Parking

- 3.4.3 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.

4 PLANNING CONSIDERATIONS

4.1 INTRODUCTION

4.1.1 The relevant development plan policies are contained within the PPW and the relevant policies of the adopted Unitary Development Plan.

4.1.2 The main planning considerations raised by this planning application are:

- Use
- Layout, Scale and Appearance
- Amenity

4.2 USE

4.2.1 The property has been historically divided to residential and commercial, with the corner shop having its own front door that accessed directly onto Station Road. The property has an enclosed rear yard which it accesses via a pedestrian gate off both Clayton Road and Station Road, containing a secure storage shed which is used to put cycles and room for bin storage.

4.2.2 The residential external amenity space is unchanged and comprises a contained garden area. The ground floor room subject of this application is currently unused by the residents and can be converted to hairdressing use with minimal works. The remainder of ground and first floor is retained in residential use by the applicant and her family.

4.2.3 Externally the two elevations that face the highway will not have any alterations made to the fenestration.

4.2.4 National policy encourages location of employment uses to be positioned close to transport nodes. This property has bus stops within easy walking distance – thus highly sustainable – allowing occupants the choice of not having to be reliant on private transport.

4.2.5 The site is situated within a residential area, it is likely that the vast majority of customers will be approaching the hairdressers on foot. The business will operate Monday to Friday 8:30am - 4:30pm and there will only be one employee working on one client at any one time - on an appointment only basis.

4.3 LAYOUT, SCALE AND APPEARANCE

4.3.1 The main UDP policies of relevance are Policy GDP1, S2 and Policy T8 in the Unitary Development Plan.

4.3.2 Policy GDP1 requires the delivery of high standards of requirements from new development and have regard to local distinctiveness, while Policy S2 and Policy T8 support economic development that is not to the detriment of existing services and facilities, seeking to enhance the character, appearance, and function of the local area.

4.3.3 Policy GDP1 requires adherence to the following criteria:

	Policy GDP1 Criteria	Comments
(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.	Proposal complies - no external changes proposed. The modest commercial business will assimilate into the existing streetscape and will not adversely impact on the character of the area.
(b)	Take account of personal and community safety and security in the design and layout of development and public / private spaces.	The business use will have its own front door onto Station Road. Status Quo remains the same. No impact on neighbours.
(c)	Make the best use of design techniques, siting, and orientation in order to conserve energy and water resources.	N/A
(d)	Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.	Visitors to the premises will walk using existing footpath network and car users will make use of the

		unrestricted on street car parking.
(e)	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.	Close to existing bus stops and existing populated residential areas.
(f)	Ensure the safety and amenity of the public and safeguard the environment from the adverse effects of pollution of water, land or air, hazards from industry and quarrying, and associated noise, odour or vibration arising from development.	N/A
(g)	Secure public services (e.g., gas, water, electricity) to development at minimum public cost.	N/A
(h)	Safeguard sites and areas of nature conservation and wildlife interest, and to provide new habitats where there is an unavoidable loss of existing habitats and areas of wildlife interest.	N/A
(i)	Ensure that development does not result in, or is subject to, flooding, soil erosion, landslides, or contamination, either on or off the site.	N/A
(j)	Have regard to the need to safeguard those areas that possess a strong Welsh cultural and/or linguistic identity from development that could harm this identity.	N/A
(k)	Secure the development of sustainable communities, through the promotion of the economic, social, and environmental well-being of the area.	Proposal complies – the business will contribute to the socioeconomic wellbeing of this community.

4.4 DESIGN PRINCIPLES

- 4.4.1 The application proposes no external alterations, the appearance of the building will not change. The applicant has given careful thought to the internal alterations to maximise the use of the limited space. The main entrance to the hairdressing salon is the existing entrance doorway which is in the front elevation.
- 4.4.2 The conversion such as this, part of the ground floor to a hairdressing salon, provide an important source of small-scale business premises close to a client base and accessible by all modes – foot, car, and public transport.
- 4.4.3 Development Plan policy seeks to ensure that new development relates well with surrounding properties and to ensure that there is no detrimental change to the character of the area. The streetscape is urban, is a mix of residential and non-residential properties. The concept of a business use within the street is not alien. The amenity space afforded to the residents is maintained and refuse/recycling provision is provided for with bin storage space within the yard located to the rear of the property.
- 4.4.4 Servicing, Parking and Access – the status quo remains the same for the hairdressing business, off street parking is a characteristic for many properties on this street. Notwithstanding, this is a sustainable location and not all residents own a private vehicle. If it is required on street car parking is available within the immediate vicinity. A bus stop is located nearby from the property. If required, cycles can be stored to the rear of the property in the yard.
- 4.4.5 The reality is that should customers make the choice to drive they will park up on the street, which will be during the hours of 8.30am - 4.30pm when local residents could be away working, freeing up space for on street parking. The business will operate by appointment only, so only one client should be in the shop at any one time.

4.5 AMENITY

- 4.5.1 The scale of the business proposed does not significantly intensify the use of this building and no external changes are proposed. Thus, the character of the area is maintained, and the proposals reflect and respect the general residential character of the area.
- 4.5.2 The hairdressers would be open during the working day and as such there is likely to be little adverse impact on the amenity of the neighbouring properties.

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- 4.5.3 There is no parking for the property, however there is on street unrestricted car parking available for clients to use. This business is to be a local facility and it is anticipated that the majority of the customers would walk to the premises and there should be no adverse traffic impacts. On street parking is currently used by local residents, however this does not impede the flow of traffic and it is not anticipated that there would be any additional adverse impact on the local roads generated by this proposed use.

5 CONCLUSIONS

5.1 SUMMARY

- 5.1.1 The change of use maintains the visual appearance of the existing property and those of its neighbours. The only addition on the building will be a fascia sign subject of a separate advertisement application and the applicant has sought to respect the importance of sympathetic design, complementary to the existing property, acknowledging its historic use as a corner shop and the general streetscene.
- 5.1.2 This Planning Statement has demonstrated that the proposed change of use is fully compliant with national planning policy (PPW), and the relevant policies of the Unitary Development Plan.
- 5.1.3 We therefore respectfully request that this application is granted without delay.