

# MEMORANDUM

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| <b>From:</b>    | Service Manager - Environment | <b>To:</b>       | Head of Community Well-being and Development |
| <b>Our Ref:</b> | ENV/DC/PP/P/2012/0019         | <b>Your Ref:</b> | SEH/P/2012/0019                              |
| <b>Date:</b>    | 18 <sup>TH</sup> January 2012 |                  |                                              |

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 355 504 18 Chester Street, Wrexham.

**Development:** Refurbishment and remodelling of public house to be used as a Welsh Language Cultural Centre with offices and meeting rooms above.

I refer to your consultation dated 12/01/2012 in respect of the above.

The proposed development site is located on the corner of Chester Street and Lambpit Street. Chester Street is a classified road and Lambpit Street is an unclassified road both subject to a 30mph speed limit.

Both sections of Chester Street and Lambpit Street fronting the development site are subject to a traffic regulation order in the form of double yellow lines prohibiting waiting / parking.

The development site was previously a public house with associated residential accommodation above. The residential accommodation located on the first floor included 5 bedrooms. The proposed development appears to propose very little change on the ground floor with the existing trade area, bar and raised stage area remaining providing food and drink downstairs. However, the existing first floor which currently provides residential accommodation (5 bedrooms) is to be refurbished to provide 4 no. offices and 3 no. meeting rooms (A2 Class Use).

In terms of parking provision at the proposed development site, I comment as follows:-

The existing public house does not appear to have any off-street parking provision. LPGN 16 would normally require a maximum of 1 car space per 4m<sup>2</sup> public floor space (A3 Class Use) for the ground floor and a maximum of 4 no. parking spaces for the residential accommodation on the first floor. However, the maximum parking requirements would not normally be required in this instance given the sustainable location of the site.

The proposed development would appear to have a similar use to existing on the ground floor and can therefore be assumed to have a similar parking demand. However, in terms of the first floor, there would appear to be 4 no. offices and 3 no. meeting rooms proposed for which Class A2 Use is sought. LPGN16 (Class A2) would normally require 1 car space per 20m<sup>2</sup> gross floor space. Assuming a floor area of 193m<sup>2</sup>, LPGN 16 would normally require a maximum of 10 no. spaces. However, the maximum parking requirements would not normally be required in this instance given the sustainable location of the site.

It is assumed that the majority of people visiting / using the proposed development site will either arrive by public transport or by car utilizing the nearby car parks ie/ Bodhyfryd, Llwyn Isaf & The Peolples Market car parks.

Although the proposed development does not have any off-street parking provision, it would appear that the proposed offices / meeting rooms on the first floor have the potential to increase parking demand at the development site. It may therefore be considered appropriate to request a commuted sum in lieu of any perceived shortfall in parking provision.

I therefore advise you that I do not intend to make any recommendations on highway grounds.

#### Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.



*P.p.* Service Manager - Environment