

MEMORANDUM



From: Service Manager Environment
Our Ref: ENV/DC/PP/P/2015/0464
Date: 12th October 2015

To: Head of Community Well-being and Development
Your Ref: KH/P/2015/0464

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 367 572 Machine House, Chester Road, Rossett, Wrexham.

Development: Change of use of shop to café establishment.

I refer to your consultation dated 29/06/2015 and email from Blueprint dated 08/10/2015 in respect of the above.

Access

The proposed development site is located on the B5445 Chester Road which is a classified road subject to a 20mph speed limit in this location.

Based on typical speeds of 20mph, any proposed / existing accesses would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There would appear to be 2 no. existing access points onto Chester Road serving the development site.

The existing easterly access is approximately 3.9m wide and provide visibility splays in excess of 2.4 x 25m in both directions in accordance with Manual for Streets. This access does not appear to be the main access but could provide parking for up to 2 no. vehicles.

The existing westerly access serves the main car park which appears capable of accommodating up to 11 no. vehicles. This access is 6.5m wide and provides visibility splays in excess of 2.4 x 25m in both directions in accordance with Manual for Streets.

Parking & Turning Provision

I understand that the existing site comprises the following:-

- Existing restaurant within building setback on easterly side of site comprising 70m² public floor space.

- Main building at front of site being a 2 bedroomed flat incorporating former retail unit and hair salon (combined gfa of 88 m²).

I understand that it is proposed to convert the existing building at the front of the site to a 1 bedroomed flat, a small retail unit (11m² gfa) and a café with 40 covers (47.7m² gross public floor space).

Based on LPGN 16 requirements:-

- The existing restaurant would require a maximum of 17.5 spaces.
- The one bed flat would require a maximum of 1.5 car spaces.
- the proposed retail unit would require 1 car space per 15m² gfa equating to a maximum requirement of 1 car space.
- Proposed café (A3 use) would require 1 car space per 4m² public floor space equating to a maximum requirement of 11.9 car spaces

Site Plan Drg. No. G050/004 Rev C

It is proposed to provide 15 parking spaces as indicated on the revised layout plan. The existing maximum shortfall in parking provision at the site currently equates to 48% (13 spaces provided / max. 25 required). The proposed maximum shortfall in parking provision at the site equates to 53% (15 spaces proposed / max. 32 required). The proposed development will therefore in theory result in an increased shortfall of 5% in parking provision.

Although a number of potential customers visiting the existing restaurant and proposed development site may well be local and arrive on foot or use the bus, some customers are likely to arrive by car.

Servicing / Deliveries

The applicant has provided the following information in respect of current delivery arrangements for the restaurant which I understand occurs 3 times per week:-

	Van size	Delivery time
Fish	Transit	7-8am
Meat	Transit	7-8 am
Veg	Minivan	7-8 am
Dairy	Minivan	7-8 am
Dry goods	Box van	8-9am
Wine	Box van	10-11am
Beers	Transit	3-4pm

The cafe may well see an increase in deliveries. However, the applicant has suggested that the cafe will use the same supplier's as the restaurant, with the length of delivery time increasing as opposed to the frequency of visits.

The applicant has advised that delivery times will be arranged outside of opening times so both the restaurant and cafe have preparation time. This will ensure delivery vans are typically visiting the site when the car park is likely to be vacant or has very few cars present.

The applicant has advised that the size of the delivery van would be limited up to 6m in length.

The development site fronts a relatively busy classified road. There is an existing signalized pedestrian crossing located immediately to the west of the main car park serving the development site. It is therefore considered important that the development site maintains a suitable turning facility to accommodate the turning movements of delivery vehicles.

Having carried out a swept path analysis exercise for the existing car park and proposed parking layout, it would appear possible to accommodate the turning movements of a 6m long box van / transit van at the rear of the site. However, parking / delivery arrangements at the site would need to be managed accordingly ie/ coning off 2 no. spaces (ie /cp8 & 9) and restricting times of deliveries in order to facilitate such movements. If the application is to be supported, I would recommend that a condition is included requiring the submission of a "Service & Delivery Management Plan" detailing how adequate parking and turning provision will be provided during deliveries.

I would recommend that the proposed parking spaces indicated on the revised layout plan (Drg. No. G050/004 Rev C) are marked out accordingly.

I therefore recommend any permission include the following conditions:-

CONDITIONS

- | | |
|-----------------------|--|
| ZJ22
035R | PARKING AND MANOEUVRING TO BE KEPT CLEAR
The vehicular parking and turning areas as shown on approved drawing no. G050/004 Rev C shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times. |
| NONSTD
026R | SERVICE & DELIVERY MANAGEMENT PLAN
No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details. |

Supplementary Notes

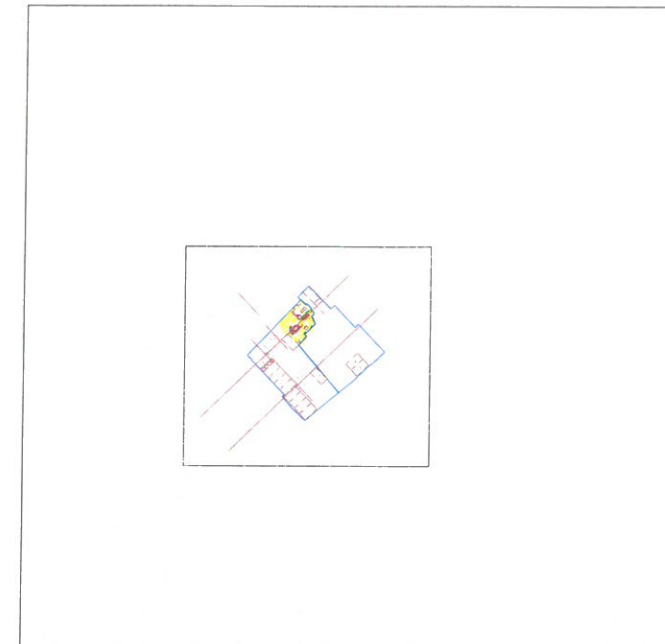
The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Duthwaite

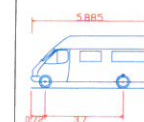
111 Service Manager Environment



Site Plan 1:200



Location Plan 1:1250



4.6t Light Van
 Overall Length 8.85m
 Overall Width 2.00m
 Overall Body Height 2.26m
 Min. Body Ground Clearance 2.99m
 Track Width 1.765m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.000m

Rev	Date	Detail	Initial
U	11/15	Car Parking Installments	S.F.L
P	11/15	Car Parking Installments	S.F.F
A	11/15	Car Parking Installments added	S.F.L

Project
 Proposed Alterations at
 Machine House,
 Chester Road, Rossett,
 Wrexham, LL12 0HW.

Title
 Site Plan #
 Location Plan

Scale (A2)
 1:200 #
 1:1250

Drawn By:
 S M Eitham

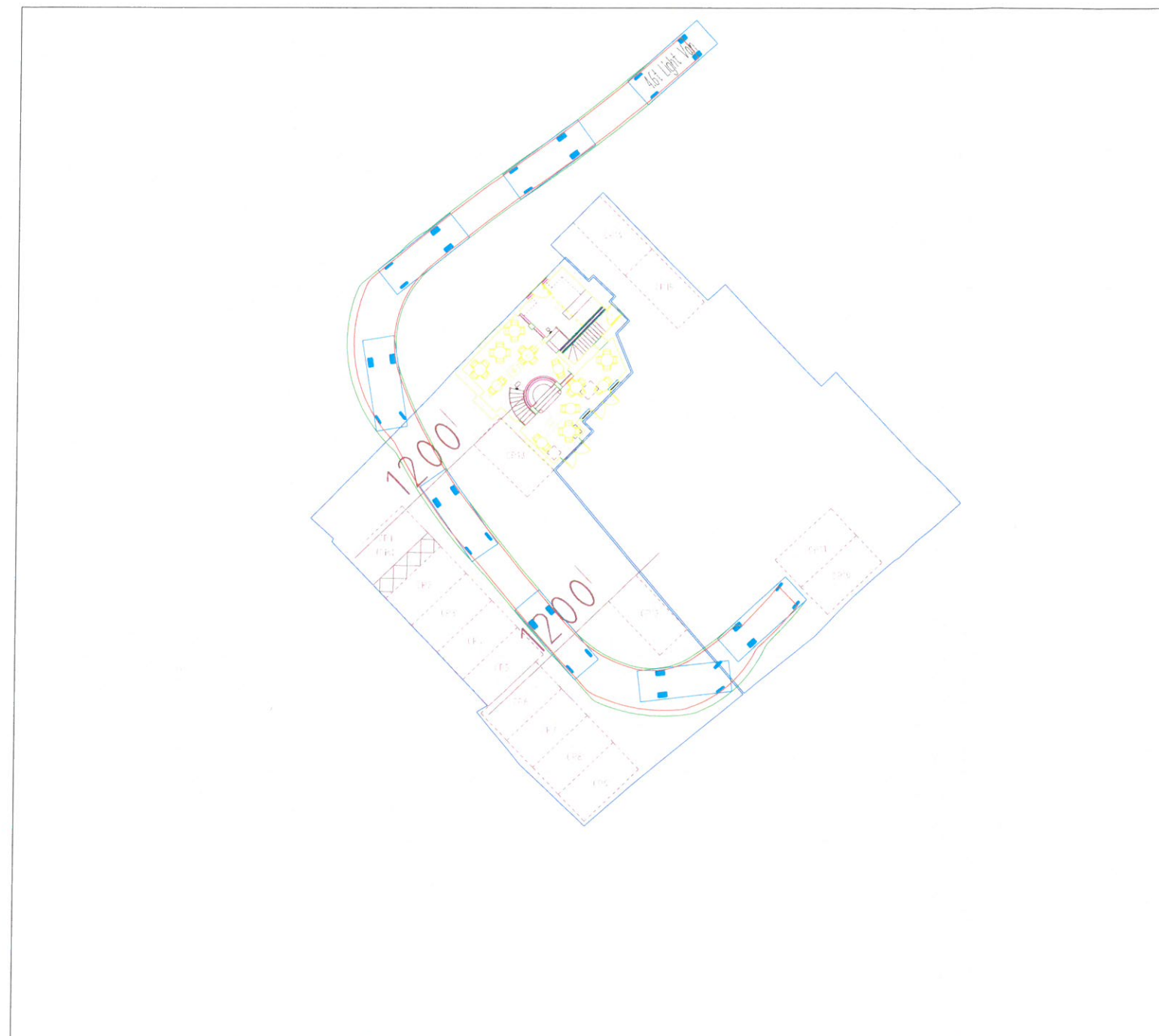
Date:
 June 2015

Drawing No:
 G050/004

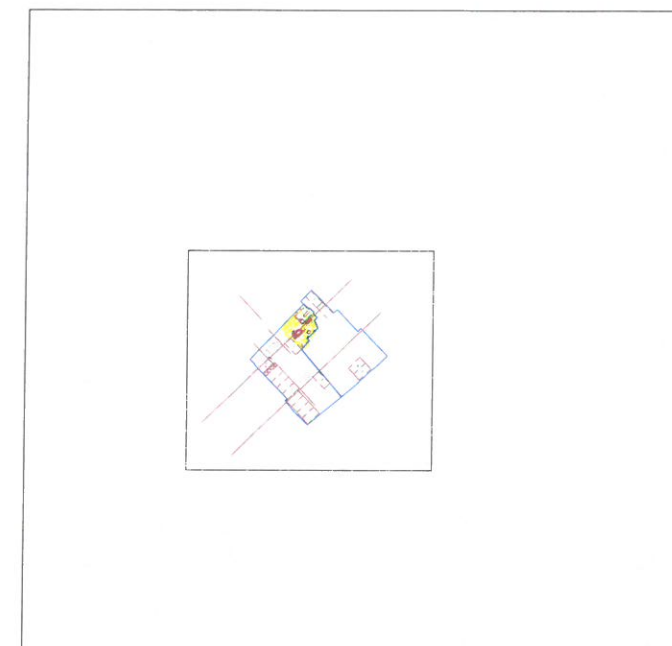
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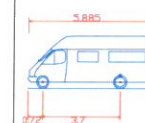
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Site Plan 1:200



Location Plan 1:1250



4.6t Light Van
Overall Length
5.885m
Overall Width
2.7m
Overall Body Height
2.7m
Min Body Ground Clearance
1.765m
Track Width
1.765m
Lock to Lock Time
4.00s
Kerb to Kerb Turning Radius
6.000m

4.6t Light Van
Overall Length
5.885m
Overall Width
2.7m
Overall Body Height
2.7m
Min Body Ground Clearance
1.765m
Track Width
1.765m
Lock to Lock Time
4.00s
Kerb to Kerb Turning Radius
6.000m

Rev	Date	Detail	Initial
1	12/12	Car Parking Standards	S.M.E.
2	12/12	Car Parking Standards	S.M.E.
3	12/12	Car Parking Spaces added	S.M.E.

Project:		Proposed Alterations at Machine House, Chester Road, Rossett, Wrexham, LL12 0HW.	
Title:		Site Plan & Location Plan	
Scale: (A2)		1:200 & 1:1250	

Drawn By:	Date:
S.M. Eitham	June 2015
Drawing No:	Sheet:
G050/004	1 of 1

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