MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2024/1301	**Your Ref:**	P/2024/1301
Date:	29/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD O DIR YN LLE PARCIO AC YN OFOD I LEOLI CYNWYSYDDION MORGLUDIANT I YMESTYN ARWYNEBEDD LLAWR Y GAMPFA / CHANGE OF USE OF LAND TO PARKING AREA AND SITING OF SHIPPING CONTAINERS TO EXTEND FLOOR AREA OF GYM

LOCATION: LAND AT, RIVULET ROAD, WREXHAM, LL13 8DT

I refer to your consultation / email dated 23/08/2024 in respect of the above.

General

The proposed development is for the retrospective siting of shipping containers on land adjoining the existing gym to provide increased floor area of the gym. The applicant has proposed additional parking provision on land to the east of the site to cater for existing / additional gym members.

Access

The proposed development site is located on Rivulet Road which is an unclassified road subject to a 20mph speed limit.

Assuming typical vehicle speeds of 20mph, any proposed / existing access 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.

The gym is fronted by a small area of hardstanding which is approximately 7.6m wide and 3.1m deep. Vehicles visiting the site typically park at 90^0 to the gym which obstructs the footway fronting the site which is unacceptable. There is a Traffic Regulation Order in place fronting the site (ie/ double yellow lines) which means cars parked in this location would be parked illegally.

If the application is supported, the Local Highway Authority (LHA) recommend that the section of footway fronting the existing gym is reinstated to full height footway construction and the tactiles removed to form a continuous footway in the interests of highway / pedestrian safety. In order to carry out this improvement, the applicant will need to apply for formal

consent pursuant to s.184 of the Highways Act 1980. Modifications to the existing footway including tactile paving can be agreed by exchange of letters / plans.

The LHA recommend that some form of suitable boundary treatment (wall / railings) is conditioned across the existing gym frontage to prevent future parking by vehicles across the adopted highway which only facilitates pedestrian access at this point. **This detail would need to be indicated on a revised layout plan.**

Access via proposed parking area to the east

The proposed parking area to the east of the site includes 27 additional spaces for use by the gym.

The proposed car parking area has two potential entrances ie/ via Hightown road or via Rivulet Road fronting the existing heating supplies business.

Access off Rivulet Road

This existing access is 4.5m wide and is poorly designed in terms of its horizontal alignment. This existing access provides access and parking to existing businesses such as the car washing business, heating supplies business and gym.

Visibility from this access is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge. However, visibility is periodically impeded by parked vehicles along this section.

Vehicles exiting the site obviously cut across the existing footway and tactiles given the geometry of the access. Although this access is sub-standard and would benefit from closure, it serves existing businesses.

Access off Hightown Road

Hightown Road is a classified road subject to a 20mph speed limit. Hightown Road is subject to a one way system which only permits vehicles to travel in the southerly direction.

Visibility from this access is adequate providing a splay in excess of 2.4 x 25m measured to the nearside edge in the northerly direction.

The access is approximately 6.5m wide and is gated 7.1m behind the edge of carriageway. The access is paved with hard bound materials .

Traffic Generation

It is anticipated that these access points experience fluctuating vehicle movements spread out during the day / evening and would not have any significant detrimental impact on the highway network.

Parking & Turning Provision

The majority of Rivulet Road is subject to a traffic regulation order in the form of double yellow lines along both sides of the road. However, there are a limited number of on-street parking bays along this section limited to 30 minutes waiting (Mon-Sat, 8:00am – 6:00pm).

It is understood that the existing gym has a gross floor area of 194m^2 and the proposed shipping containers provide an additional 282m^2 gfa. Based on a overall gross floor area of 476m^2 , LPGN 16 would require a maximum of 32 parking spaces.

The submitted Planning Statement appears to indicate the provision of 3 spaces on the area fronting the proposed building, 3 spaces fronting the existing gym and 27 spaces on land to the east of the gym. The LHA would not support the proposed 3 no. spaces parked at 90 degrees to the existing gym which overhang the adopted highway.

I understand that it was previously proposed to provide up to 6 no. additional parking spaces for the gym at Unit 1 (Old Wrexham Sawmills Site). This site was granted planning consent (ref: P/2010/0574) to operate an internal car washing facility. It is not clear if these spaces were ever provided for the gym and whether they are currently available. **This detail requires clarification.**

Although the proposed parking spaces on the land fronting the new building are poorly laid out, this area of land was previously accessed by vehicles.

If the 27 no. proposed parking spaces alone on land to the east of the site were considered as the overall parking provision, this would represent 84% parking provision compared with maximum standards. Given the sustainable location of the site, this level of parking provision would be considered adequate to serve the proposed development.

If the application is supported, the LHA recommend the proposed parking spaces are marked out with white lining materials in accordance with LPGN 16 requirements.

Cycle Parking / Storage

The LHA recommend that a more detailed plan is provided indicating the specific proposed cycle parking / storage provision which will need to comply with LPGN 16 / Active Travel Guidance.

Waste / Recycling Collection

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

Further details in relation to waste / recycling storage bins at the site will need to be provided.**The Local Planning authority (LHA) request a suitably scaled plan indicating a suitable communal collection point just inside the development and the detail of all proposed waste / recycling storage bins for the development.**

Conclusion

In conclusion, the LHA request a revised layout plan indicating further details as follows:-

- **Reinstatement of footway across the frontage of the existing gym.**
- **Front boundary treatment fronting existing gym to prevent vehicles parking at 90 degrees to the building.**
- **Clarification of whether the previously proposed 6 no. spaces at the car washing facility were provided and are still available for use by the gym.**

- **Details of the specific proposed cycle parking / storage provision which will need to comply with LPGN 16 / Active Travel Guidance.**

- **Details indicating a suitable communal collection point just inside the development and the detail of all proposed waste / recycling storage bins for the development.**

Note to Applicant

Footway fronting the existing gym to be reinstated to full height footway construction and the tactiles removed to form a continuous footway in the interests of highway / pedestrian safety.

In order to carry out this improvement, the applicant will need to apply for formal consent pursuant to s.184 of the Highways Act 1980. Modifications to the existing footway including tactile paving can be agreed by exchange of letters / plans.

Further guidance can be obtained from the Environment & Technical Department of Wrexham County Borough Council on telephone 01978 729670.

Supplementary Notes

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

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*

- *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
- *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



On behalf of Chief Officer, Environment & Technical