MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0011	**Your Ref:**	P/2025/0011
Date:	21st February 2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL YR EGLWYS A NEWID EI DEFNYDD ER MWYN CREU BUSNES GWERTHU CEIR AR GYFER HYD AT 22 O GEIR A GOSOD SWYDDFA UNLLAWR AC UNED DOILEDAU / DEMOLITION OF CHURCH AND CHANGE OF USE TO FORM CAR SALES BUSINESS FOR UP TO 22 CARS AND INSTALLATION OF SINGLE STOREY OFFICE AND TOILET UNIT

LOCATION: SAINT DAVIDS CHURCH, BROAD STREET, RHOSLLANERCHRUGOG, WREXHAM, LL14 1RD

I refer to your consultation / email dated 15/01/2025 in respect of the above.

General

The development site comprises the proposed change of use from a church (LPGN 16 - Class D1 Use) to a car dealership (sui generis) for up to 22 cars.

Access

The proposed development site is located on Broad Street which is an unclassified road (cul de sac) subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access serving the development site is inadequate providing splays of approximately 2.4 x 2m in both directions measured to the nearside edge.

The existing access is 2.8m wide with and is gated directly behind the back of footway. The access is hard paved and slopes towards the highway.

There is an additional pedestrian access located further along the site frontage. Given the layout of the existing site and the narrow nature of the second gated access, it is considered that both access points would have been for pedestrian use only.

The submitted layout plan (Drg. No. S47/2 Rev A) appears to indicate a widening of the existing access on the junction with New Street to 3.6m and this access being proposed as an in/out access for the car sales business.

No details of the proposed visibility splays from this access have been provided. The access is located directly onto the junction of Broad Street / New Street which is unacceptable given the potential conflict of vehicle movements. The proposed access is of inadequate width to serve the proposed development. The LHA would typically require a minimum access width of 4.8m to serve an access of this nature. **The LHA would not be able to support any proposed development which is like to result in an intensification of vehicle movements through this sub-standard access.** The proposed development would inevitably result in a significant increase in vehicle movements compared with the existing use.

Any proposed access would need to be located in a suitable location and provide adequate visibility. The LHA would recommend that no gates are erected across the proposed access. The access would require a minimum 5m of hard bound paving behind the highway boundary. An Aco drain or similar would be required across the access to intercept any private surface water run-off where an access falls towards the highway.

It would appear difficult to construct a suitable access onto Broad Street to serve such a development given the proximity of the junction with New Street, the proximity to the access serving the medical centre opposite the site and the location of the existing bus stop fronting the site. Any proposed access onto New Street would not be supported given the geometry of the road and the issue of on-street parking along this section.

Parking & Turning Provision

The submitted layout plan (Drg. No. S47/2 Rev A) indicates the provision of 7 customers parking spaces. As the proposed class use is “sui generis”, it is difficult to assess what level of parking provision would be adequate. LPGN 16 requires a minimum 10% of parking spaces to be provided to mobility standard. None of the proposed spaces are indicated as mobility standard spaces.

The submitted information does not appear to include any information on the number of staff that will be employed at the site. This information will need to be provided. No information has been provided to justify the proposed level of parking provision for both staff parking and customer parking. No parking survey data from other similar sites (of similar size / location) has been submitted to confirm the adequacy of the proposed parking provision. If the application was to be supported, then it may be considered reasonable to include a condition that requires a Car Parking Management Plan (CPMP) to control parking at the site.

Active Travel - Cycle Parking / Storage

No details of the proposed cycle parking / shelter have been provided. **The LHA recommend that this detail is provided.**

Refuse Collection / Recycling

It is assumed that the proposed business will be serviced by a private contractor.

Construction Traffic Management Plan (CTMP)

If an application for development is supported at the site, the LHA recommend any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Conclusion

In conclusion, given the issues raised above, it would difficult for the LHA to support the proposed development.



On behalf of Chief Officer, Environment & Technical

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.