

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2022/1082	Your Ref:	P/2022/1082
Date:	01/06/2023		

TOWN AND COUNTRY PLANNING ACT 1990

RHANNU UNED I GREU UNEDAU BUSNES YCHWANEGOL (OL WEITHREDOL) / SUB-DIVISION OF UNIT TO CREATE ADDITIONAL BUSINESS UNITS (IN RETROSPECT)

120 RHOSNESNI LANE WREXHAM Grid Ref: E 334634 N 351432

I refer to the letter from Blueprint dated 14/03/2023 including revised layout plans / additional information in respect of the above.

Access

The proposed development site is located on Rhosnesni Lane which is a classified road subject to a 30mph speed limit.

Assuming typical speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing access is approximately 7m wide reducing to 5.8m wide at around 8m behind the back of footway. The existing access provides visibility splays of approximately 2.4 x 15m to the west and in excess of 2.4 x 43m in the easterly direction measured to the nearside edge of the adjoining highway. Although visibility is adequate in the easterly direction, visibility in the westerly direction is inadequate being impeded by the adjoining boundary wall and the required splay being reliant on cutting across 3rd party land.

I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access. However, I understand the applicant is willing to improve the access by lowering the boundary wall fronting the adjoining properties (116 & 118 Rhosnesni Lane). This will require a s.106 agreement. **I would recommend that this agreement includes a condition requiring nothing to be planted / erected within 0.5m behind the boundary wall. Along with the lowering of the wall, this will ensure full visibility is provided in the westerly direction.**

The proposed tactile paving either side of the access as indicated on layout plan (Drg. No. C146/002 Rev C) are not required in this instance.

I understand that previous planning consent (ref: P/2018/0588) was granted for the demolition of the existing shop and storage unit and erection of 13 dwellings. However, I understand that this was an outline consent with access reserved. It was previously intended to construct an improved access for this development which provided the required visibility splays. The proposed development included the removal of the existing units along with their associated traffic generation.

Parking & Turning Provision

If the application is supported, adequate parking and turning provision would need to be provided for the proposed development in accordance with LPGN 16.

I understand that 5 no. businesses have been established at the rear of the site in the building which I assume previously provided storage for the former Nightingale House Shop previously located at the front of the site. The building to the front of the site has recently obtained consent to set up as a personal training studio (planning Ref: P/2022/0775). The businesses are as follows:-

The additional information and revised layout plan (Drg. No. C146/002 Rev B) received on 14/03/23 is summarized in the table below. The proposed level of parking provision for the 4 no. units to the rear of the site is considered adequate.

Company	LPGN 16 - Class Use	Gross Floor area (m ²)	Max Parking Req'd	Actual Parking Provided	Estimated Daily Vehicle Movements
Cave Dog	B8	126	1	4	20
Pinnacle & Dee	B1 / B8	343	4	4	20
Stone Circle Mead Company	B2 / B8	250	Individual Class Use areas required	5	12
DMB Pattern Driveways	B8	76	1	1	4
Head Office Academy	D1	127	7	5	20
				Total 19	Total 76

I understand that the maximum size of delivery vehicle visiting the site for the 5 no. businesses is a 7.5T fixed bed HGV. Given the non-standard layout of the existing / proposed access onto Rhosnesni Lane, I would recommend that if the application is to be supported that any delivery vehicles are limited in size / length eg/ box vans / transit vans. The 5 no. businesses are anticipated to generate approximately 76 additional vehicle movements per day which is approximately equivalent to around 10 additional dwellings being constructed.

In order to determine the suitability of delivery vehicle accessing the site, **I would recommend that the applicant submits swept path details of 2 vehicles (maximum proposed length / size) entering / exiting the site at the same time to demonstrate that there is no encroachment over the centre line of Rhosnesni Lane (turning out in the westerly direction).** This could determine what size of delivery vehicle could be permitted at the site and controlled by a Service Delivery Management Plan (SDMP). When considering a suitable size of delivery vehicle, consideration needs to be given to the dimensions of the existing / proposed access. The proposed access is approximately 7m wide reducing to 5.8m wide at around 8m behind the back of footway. The access is non-standard ie/ no kerb radii and there is only 8m between the back of footway and the footway fronting the fitness studio.

Any proposed signage ie/ No HGVs can be included in a SDMP. Please contact our Traffic Section (Jamie Edge) on this matter.

Previous uses at the site in respect of the building to the front of the site included Nightingale House Shop, Alf Jones Cycle Shop and Home Aids Appliance Shop.

Traffic Generation

The applicant in respect of planning application ref: P/2022/0775 (Personal Training Studio) previously provided information on anticipated vehicle movements / parking demand at the site. The submitted information suggested that the proposed gym could generate in the region of 82 movements per day plus any staff movements. This was considered to be broadly comparable with the retail unit's / warehouse previous use. If no more than 5 clients will be attending the premises at any one time as suggested, then it would appear that around 6 spaces at the frontage of the site would be adequate.

The recently opened Personal Training Studio could be considered to have replaced the former Nightingale House Shop in respect of equivalent vehicle movements.

The applicant has indicated that the 5 no. business units typically generate up to 76 movements per day.

Conclusion

I would not normally be able to support any proposed development at the site that utilizes the existing sub-standard access onto Rhosnesni Lane. However, if the proposed visibility improvements can be implemented at the access along with adequate parking provision and a suitable SDMP then it would seem reasonable to support the application.

Supplementary Notes

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



Chief Officer, Environment & Technical