

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0180 Res (3)	Your Ref:	P/2024/0180
Date:	15/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

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DEILIADAETH BERSONOL / VARIATION OF CONDITION 1 OF PLANNING PERMISSION
P/2015/0025 TO VARY PERSONAL OCCUPANCY RESTRICTION**

**TRINITY HALL LLANGOLLEN ROAD ACREFAIR WREXHAM
Grid Ref: E 327587.11N 343001.42**

I refer to your consultation / email dated 23/09/2024 including additional plans and information from the applicant in respect of the above.

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective.

Can the applicant be requested to submit the following:-

- 1. Suitably scaled plan indicating existing / proposed access arrangements at site entrance including access width, full extent of visibility splays, gate location, kerbing and surfacing details.**

The LHA would estimate typical vehicle speeds along the unadopted road of around 15mph travelling northbound (uphill) and around 10mph travelling southbound (downhill) given the geometry of the road. Based on these typical speeds, the existing access would require visibility splays of 2.4 x 18m to the south and 2.4 x 11m to the north measured to the nearside edge of the adjoining highway.

The submitted plan does not correctly indicate the existing / proposed splays. The required splays should be indicated to the nearside edge of the adjoining highway (not far side kerb) as indicated above. Please ask the applicant to indicate the proposed splays on a suitably scaled revised layout plan.

2. Clarification on which building the existing Travel Agency Business is located with LPGN 16 Class Use / gross floor area details / consented parking provision.

The applicant has indicated that the Travel Agency Business occupies 198m² gfa of Trinity Hall plus Office 1 in the warehouse which has a gross floor area of 12m² and capacity for 2 staff. It is indicated that these 2 staff have parking provision next door at the Old Presbyterian Church. However, I assume that this would need some kind of permanent agreement and should be indicated on a suitable layout plan. Details of how these spaces are accessed will need to be provided.

Based on Class B1 Use, LPGN 16 would require a maximum of 7 parking spaces for the existing Travel Agency Business.

The applicant has indicated that Redpoint Holidays is a Tour Operator and does not operate a Travel Agency on site, so does not have any customers coming to the site. It is assumed that this is already controlled by a personal planning condition and could be controlled in the future if no on-site parking is provided for this element.

3. Clarification on which buildings were previously occupied by the former bedroom furniture business with individual floor areas and LPGN 16 class uses.

The applicant has confirmed that all of the buildings were previously occupied by the furniture business.

The total area of the buildings was 800m² (which included mezzanine showroom display areas that have since been dismantled). The warehouse was classed as 311.56m² storage and 34.4m² office space by business rates. Trinity Hall was classed as mainly a showroom with some storage and toilets totaling 455.82m² by business rates.

The site was classed as B1 (Business & Light Industry). Based on LPGN 16 requirements, the existing furniture business would have required a maximum of 27 parking spaces.

4. Previous daily traffic generation details for the previous bedroom furniture business

*1. The applicant has stated that According to the owner of the furniture business that previously occupied the site (Attachment iv), the furniture business had an average traffic of **51 journeys per day**. He says he had:*

- 5 staff (10 journeys per day, plus 5 more journeys if half of them went out for lunch = **15 journeys**).*
- 10 reps visits per week (2 per day would be **4 journeys** per day).*
- 50 customers per week (10 per day would be **20 journeys** per day).*
- 20 deliveries/ collections a week. Most of the deliveries were in large lorries. (4 per day would be **8 journeys** per day).*
- Plus other visitors, such as builders, painters, carpet fitters, meter readers, accountant, IT help, etc. (Estimated at 2 per day, would be **4 journeys** per day).*

[Note: The existing access road had planning permission and highways approval to be used by large vehicles and traffic visiting the site as described above and parking spaces along the outbound road were approved].

The above figures would appear to suggest that approximately 19 parking spaces would have been required at the site plus turning space for 3 large delivery vehicles on a daily basis. It may be considered difficult to accommodate this number of vehicles at the site at any one time given the limited available space.

Assuming this information is considered accurate then the previous traffic generation has been estimated at around 51 daily vehicle movements.

Could you please clarify what previous planning consent was granted and approved which permitted parking on the unadopted access road. The unadopted access road appears to be under the control of the WCBC Assets Section.

5. Anticipated daily traffic generation for the existing Travel Agency business and proposed new offices.

The existing Travel Agency Business only appeared to employ 2 no. staff who parked their vehicles at the neighboring church. These are likely to have generated between 4 – 8 movements per day assuming they utilized the same access point used by the proposed development site.

6. Details of maximum length of delivery vehicle likely to visit the site along with swept path details of such a vehicle entering, turning and exiting the site.

The applicant has indicated that the maximum size delivery vehicle likely to visit the site will be a long wheel base vehicle, up to 3.5 Tonne, 7m in length. The submitted swept paths indicate provision for a 7m long rigid van to enter, turn and exit within the car park.

7. Confirmation of how waste / recycling will be dealt with eg/ via a private waste contractor.

The applicant has confirmed that a private waste contractor will service the site. Bins are located at the back of the loading bay on site where waste will be collected from by a van sized vehicle.

The submitted swept paths indicate provision for a 7m long rigid van to enter, turn and exit within the car park. This could be controlled by a Service & Delivery Management Plan.

8. Details of the size of refuse vehicle anticipated at the site including swept path details of such a vehicle entering, turning and exiting the site.

The submitted swept paths indicate provision for a 7m long rigid vehicle to enter, turn and exit within the car park. This could be controlled by a Service & Delivery Management Plan.

9. The D & A Statement indicates a maximum of 17 staff being employed at the site. Does this include the 2 staff already employed by the Travel Agency business?

The applicant has confirmed the maximum 17 staff working on site includes the 2 staff

employed by Redpoint Holidays.

The applicant has estimated that maximum occupancy for the site is likely to be 14 staff including 2 no staff at Redpoint Holidays. Given the sub-standard nature of the unadopted access road serving the site and being on a school route with poor pedestrian provision, it may be considered reasonable to recommend a condition that limits the site to no more than 14 no. staff.

- 10. Only 9 parking spaces are indicated for the proposed business plus existing Travel Agency business on the submitted layout plan. The proposed six spaces along the northern boundary of the site do not have a minimum 6m clearance behind each space for turning.
This issue needs to be addressed on a revised layout plan.**

The revised layout of the proposed 9 internal parking spaces is considered adequate.

- 11. Justification for the proposed number of parking spaces if 17 (or 19) staff are proposed at the development site.**

The applicant has indicated that there is only likely to be a maximum of 14 staff on site including 2 employed by Redpoint Holidays, The 2 staff at Redpoint holidays park in the neighboring church car park next door, leaving 12 staff potentially travelling to work.

The applicant intends to employ local people estimating 27% of these will either walk, cycle or take the bus to work. There will be a cycle store and showering facilities available on site. The applicant has advised that this leaves 9 staff who could potentially travel to work by car and require a parking space. It may be considered reasonable to recommend a condition that limits the site to no more than 14 no. staff to minimize both parking demand and traffic generation.

The applicant has advised that they will be looking to set up businesses at the site that operate on line. As businesses of this nature operate on line, they may well not attract customers to the site.

If the application is supported, the LHA would recommend that this type of business operation is controlled by condition to minimize both parking demand and traffic generation (eg/ car parking management plan, internet based businesses only, maximum 14 staff employed)

Parking Provision (Existing / Proposed)

The applicant has indicated that Redpoint holidays will retain use of the storage space in Trinity Hall (Diagram H) with a gfa of 198m² and will occupy Office 1 in the warehouse (Diagram F) which has a gfa of 12m². It is assumed that this business will operate in the same way ie/ not attract customers and be limited to 2 no. staff. This leaves 69m² of B1 office apace in Trinity Hall and 365 m² of office space in The Warehouse equating to a total potential floor area of 434 m² for future offices. Based on LPGN 16 Class B1 Use, the proposed offices would require a maximum of 14 spaces. The proposed development (offices only) indicates the provision of 9 spaces within the curtilage of the site (access road parking excluded) representing 64% parking provision compared with maximum standards.

The previous bedroom furniture business comprised an overall gross floor area of 767.5m². Based on LPGN 16 Class B1 Use, the existing business would have required a maximum of 26 spaces. Assuming only approximately 9 spaces were previously provided, this would equate to 35% parking provision compared with maximum standards.

In comparison, although the proposed office use plus existing Travel Agency business has a shortfall in parking provision compared with LPGN 16 maximum standards, the proposed parking provision at the development site is significantly improved.

Active Travel / Cycle Parking – Storage

The LHA recommend the applicant provides a more detailed suitably scaled plan indicating proposed cycle parking / storage provision and showering facilities at the site in accordance with LPGN 16 / Active Travel Guidance requirements.

12. Specific nature of the proposed businesses intended in the individual offices including details of why customers / clients will not be visiting the site.

The applicant has advised that they will be looking to set up businesses at the site that operate on line. As businesses of this nature operate on line, they may well not attract customers to the site.

If the application is supported, the LHA would recommend that this type of business operation is controlled by condition to minimize both parking demand and traffic generation.

**13. Details of proposed cycle storage and parking in accordance with LPGN 16 / Active Travel Guidance included on a revised layout plan.
(The applicant may wish to consult with our Active Travel Section on Tel: 01978 729667 for further advice).**

The applicant intends to employ local people estimating 27% of these will either walk, cycle or take the bus to work. There will be a cycle store and showering facilities available on site. The applicant has advised that this leaves 9 staff who could potentially travel to work by car and require a parking space.

The submitted information has been forwarded to our active Travel Section for comment.

Active Travel / Cycle Parking – Storage

The LHA recommend the applicant provides a more detailed suitably scaled plan indicating proposed cycle parking / storage provision and showering facilities at the site in accordance with LPGN 16 / Active Travel Guidance requirements.

**14 Details of proposed waste / recycling provision included on a revised layout plan.
(The applicant may wish to consult with our Waste / Recycling Section on Tel: 01978 729640 for further advice).**

The LHA recommend the applicant provides a more detailed layout plan indicating the dimensions of the bin storage area and number / types of bins proposed.

The LHA await the requested information.

Notes to Applicant:

- *Public Footpath No. 5 - Cefn passes along the unadopted road serving the development site and should not be interfered with. I would strongly recommend that the applicant liaise with*

our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

- *The unadopted access road leading to the development site appears to come under the jurisdiction of the WCBC Assets Section. The LHA recommend that you liaise with the WCBC Assets Section on the proposed development and any potential access rights / ownership issues.*

A handwritten signature in dark ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, slightly slanted script.

On behalf of Chief Officer, Environment & Technical