

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/0001 Res(3)	Your Ref:	P/2024/0001
Date:	20/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH B1 (SWYDDFA) I DDOSBARTH D1 (CLINIG IECHYD A CHOSMETIG) / CHANGE OF USE OF BUILDING FROM CLASS B1 (OFFICE) TO CLASS D1 (HEALTH AND COSMETIC)

BRIDGE HOUSE STATION ROAD ROSSETT WREXHAM

Grid Ref: E 336498 N 357134

I refer to your consultation / email dated 15/05/2024 including revised site plan (Drg. No. 6486 PL01 Rev C) in respect of the above.

Access

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

The existing office appear to have 2 no. existing access points which also appear to provide access to 1 -3 Mews cottages. I understand that the westerly access is used as a shared vehicular access and the easterly access is used for pedestrian access only.

Westerly Access

This access is 3.2m wide and takes the form a dropped kerb vehicular access which is paved with hard bound materials.

Based on typical speeds of 20mph would normally require visibility splays of 2.4 x 25m in both directions measured to the centerline of the road in the easterly direction and to the nearside edge in the westerly direction. Visibility in the easterly direction is adequate providing splays in excess of 2.4 x 25m. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 6m measured to the nearside edge. Visibility is impeded in this direction in that the required splay would need to cut across 3rd party and.

I would not be able to support any proposed development that would result in a significant increase in vehicle movements utilising this sub-standard access.

If the application is supported, it would be beneficial to widen the existing access to 4.5m to allow the simultaneous passage of 2 vehicles. This would require s.184 consent to lower the kerbs and strengthen the footway.

Easterly Access

This access is 2.7m wide and takes the form a dropped kerb vehicular access which is paved with hard bound materials.

Based on typical speeds of 20mph would normally require visibility splays of 2.4 x 25m in both directions measured to the centerline of the road in the easterly direction and to the nearside edge in the westerly direction. Visibility in the easterly direction is adequate providing splays in excess of 2.4 x 25m. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 5m measured to the nearside edge. Visibility is impeded in this direction by the existing vegetation along the site frontage.

I would not normally wish to support any proposed development that would result in a significant increase in vehicle movements utilising this sub-standard access. However, given the proposed parking layout it is understood that this access is for pedestrian access only.

The westerly access is of insufficient width to serve as a shared access and accommodate the simultaneous passage of 2 vehicles. If the application is supported, I would recommend this access is widened to a minimum width of 4.5m. However, the access point(s) already serve 3 no .dwellings and the existing office building. Any proposed widening will require s.184 consent.

Traffic Generation

The existing cottages and office building will generate a given number of daily vehicle movements. The proposed change of use from offices to a health & cosmetic business does attract an increased parking requirement in respect of LPGN 16 guidance. However, no specific / limited details on what parking / turning space they have or existing daily / proposed traffic movements appears to have been submitted. **I would recommend that this information is provided along with a suitably detailed layout plan.**

Parking & Turning Provision

Based on an existing / proposed gross floor area of 156m², the existing Class B1 offices would require a maximum of 5 spaces and the proposed Class D1 (Health & Cosmetic) business would require a maximum of 8 spaces.

No details of the off road parking provision for the existing / proposed businesses including 1 – 3 Mews Cottages were previously provided. The latest layout plan does indicate 4 parking spaces for the proposed development but does not indicate the parking provision for 1 – 3 Mews Cottages or how they turn within the site. On the understanding the previous office had 4 spaces, this equates to 80% parking provision compared with maximum LPGN 16 standards. In comparison, the available parking provision for the proposed development equates to 50% parking provision compared with maximum LPGN 16 standards. If no. 3 park alongside their property then it would seem difficult to access this space given the location of the 4 no. proposed spaces for the business. Access into this space should be demonstrated with suitable swept path details. The proposed 4 spaces for the business appear to have less than 6m clearance behind each space for turning but I assume these are existing spaces previously used by the former offices. **I would recommend that this information is provided along with a suitably detailed layout plan.**

The applicant has indicated that additional parking provision is available to them within the church parking area and also the public parking area near to the site. I would request further details / clarification on how many and which spaces are being referred to and details on how the church parking area is accessed.

There is an existing on-street parking issue along Station Road. There are a limited number of 30 minute waiting bays outside the premises along Station Road. However, these spaces are already frequently used by existing shop owners / customers / members of the public. There is an existing public car park located approximately 90m west of the proposed development site. However, this is in frequent use throughout the day.

Developments without adequate accessible parking, can affect traffic flow and road safety. The proposed development may have the potential to result in an increased occurrence of indiscriminate parking. Customers / clients are typically tempted to park close to the premises, often jeopardizing the safety of other road users and pedestrians or park in adjacent residential streets thereby inconveniencing residents. However, traffic regulation orders are in place along this section of Station Road which should prevent this occurring.

If the application is supported, it may be considered reasonable to include conditions requiring a **car parking management plan** which could include limiting / staggering clients & customers visiting the site at any one time.

In respect of the recently approved planning application (ref: P/2022/0008) for The Hwb at The Green, Rossett, I comment as follows:-

Previous highway recommendations at the site included the provision of a minimum of 6 spaces (ie/ 55% provision compared with maximum standards) to serve the proposed development where it was recognized that there were existing parking / traffic issues. However, consent was granted at Planning Committee without the need for any off street parking provision whatsoever. It was viewed that 55% parking provision would be acceptable at The Hwb which is only a short distance from the application site on the basis of being in a sustainable location.

A recently granted consent for a restaurant / café at the former Post Office Site (ref: P/2021/0874) on the opposite side of the road was also viewed positively on the basis of the decision made at the The Hwb.

Cycle Parking Provision

LPGN 16 requires a minimum of 1 cycle space per 150m² gfa. Based on a gross floor area of 156m², the proposed development would require a minimum of 1 cycle parking space. **I would recommend the proposed cycle parking provision is indicated on a revised layout plan.**

I await the requested information.

Supplementary Notes

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

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 asked 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 from 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.



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