

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Head of Environment and Planning
Our Ref: ET/DC/PP/P/2022/0181 **Your Ref:** SEH/P/2022/0181
Date: 26/06/2023

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3346 514 Land to the rear of 120 Rhosnesni Lane, Wrexham.
Development: Construction of 7 Commercial Units.

I refer to the email from Blueprint dated 20/06/2023 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.**

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

5 no. Existing Business Units

If the application is supported, adequate parking and turning provision would need to be provided for the proposed 5 no. business and proposed 7 no. commercial units 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 5 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 (max 5 if all B2 use)	5	12
DMB Pattern Driveways	B8	76	1	1	4
Head Office Academy	D1	127	7	5	20
			18	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.

The submitted layout plan (Drg. No. 139/006 Rev F) indicates the swept path movements of a 3.5T panel van (5.3m long) and a 7.5T panel van (7.2m long). This detail was previously requested to 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.

Based on the submitted swept paths of the two different vehicles, it would appear that there would be conflict / issues at the access when the 7.5T vehicles access the site simultaneously. I would therefore recommend that if the application is supported, then a suitable Service Delivery Management Plan (SDMP) is requested which limits any deliveries / vehicles to 5.3m in length.

Based on the submitted swept path details, it would appear that the existing 9.9m wide dropped kerb will need to be widened by at least 900mm in the easterly direction. **The applicant will require s.184 consent from the Council in order to carry out this work.**

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.

Proposed 7 no. Commercial Units

If the proposed development is to be supported, I would recommend that the above elements are included prior to construction of the new units ie/ junction improvements (widening / improved visibility splays) and submission of a suitable SDMP limiting size / length of delivery vehicles to 5.3m.

Adequate parking and turning provision would need to be provided for the proposed commercial units. I understand that the proposed 7 no. Class B1 - units have a gross floor area of 500m². This would require a maximum of 17 spaces in accordance with LPGN 16 requirements. The revised plan (Drg. No. C139/006 Rev F) indicates the provision of 17 spaces which is considered adequate.

I understand that an existing vehicular right of access to the rear of 112 - 118 Rhosnesni Lane is currently afforded to these properties. I assume that existing provision for access to the rear of these properties would need to be retained.

A suitable turning area to suit the maximum size of vehicle (ie/ 5.3m in length) likely to visit the site will need to be provided. The proposed 23m diameter turning circle indicated on the revised layout plan is considered adequate.

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 approved spaces have not been marked out at the site with white lining materials. I assume this will be referred to Planning Enforcement.

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.

The likely traffic generation from the prospective units is unknown but would seem reasonable to support with the proposed access improvements and delivery arrangements.

Service and Delivery Management Plan (SDMP)

If supported, it would be considered appropriate to include a condition for a SDMP to control the type/ size of delivery vehicles to the site.

Construction Traffic Management Plan (including details of contractor parking)

If supported, in order to construct the proposed development, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

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 (s.106 agreement) along with adequate parking provision and a suitable SDMP (limiting maximum length of vehicle visiting site to 5.3m) then it would seem reasonable to support the application.

I would have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out (with white lining materials), surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTD SERVICE DELIVERY MANAGEMENT PLAN

026R No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type / length of delivery vehicles to be used, management of car parking to facilitate delivery vehicles has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.

NONSTD PAVEMENT CROSSING (WIDENING)

026R Prior to first use of the development the pavement crossing to the site shall be widened / constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R 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.

Notes to Applicant

FOOTWAY CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerbline and cross the footpath at the new access position. Further guidance can be obtained from the Highways 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.

A handwritten signature in black ink, appearing to be 'R. Owen', written in a cursive style.

Chief Officer Environment & Technical