

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: 1st June 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 your email / consultation dated 26/04/2023 including revised layout plan (Drg. No. C139/006 Rev E) 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 B) 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

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 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.

Proposed 7 no. Commercial Units

If the proposed development is to be supported, I would recommend that the above elements are included ie/ junction improvements, limiting size / length of delivery vehicles, submission of appropriate swept paths, submission of a SDMP.

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 submitted plan indicates the provision of 15 spaces. **I would recommend that 2 additional spaces are provided and indicated on a revised layout plan**

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 likely to visit the site will need to be provided. **Could you please ask the applicant to submit swept path details of such a vehicle turning within the site and exiting / entering the site in both directions onto Rhosnesni Lane.**

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.

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

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.

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.

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. Khan' or similar, written in a cursive style.

Chief Officer Environment & Technical