

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2022/0372 **Your Ref:** AH/P/2022/0372
Date: 28th April 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 340 498 Ron Bentley & Sons, 29 Rivulet Road, Wrexham.

Development: Variation of condition 2 of CB00544 to allow the separation of the extension to additional business.

I refer to your consultation / email dated 22/04/2022 in respect of the above.

Access

The development site is located on Rivulet Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Assuming speeds of 25mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving the premises is inadequate currently providing splays of approximately 2.4 x 15m to the west and 2.4 x 24m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary fence and vegetation fronting the site.

I would normally be unable to support a development that has the potential to increase vehicle movements at the site utilizing this sub-standard access.

It is unclear from the original permission (ref: CB00544) for the extension why there is no mention of visibility splays for this access. It may have been that it was served off an unadopted road at that time or maybe the piece of land for development was already used for informal parking and had inadequate visibility at this time.

The access is 5.6m wide, gated 2.3m behind the edge of carriageway and surfaced with hard bound materials. I would normally recommend any gates are setback an appropriate distance to allow delivery vehicles to sit clear of the adjoining highway.

Parking and Turning Provision

The existing car park fronting no. 29 Rivulet Road accommodates 6 parking spaces plus clearance between for the turning of cars.

The submitted covering letter from Real Planning appears to indicate that both buildings (29 & 29a Rivulet Rd) have Class A1 Retail Use. I would have thought that a printing operation of this nature with machinery would have come under Class B1 Use. Further clarification is required on this detail.

Based on current parking guidance, LPGN 16 would normally require a maximum of 1 car space per 30m² gfa for Class B1 Use or 1 car space per 20m² gfa for Class A1 Use. Based on an overall gross floor area of 812 m² for both buildings, this would equate to the maximum requirement of either 40 spaces for Class B1 Use or 27 spaces for Class A1 Use. Based on current parking standards, there would be a significant shortfall in parking provision at the site and any potential development that could result in an increase in parking demand could lead to on-street parking issues.

Concerns were previously raised in respect of the original application on the lack of parking and adequate turning / servicing space at the development site. For this reason, condition 2 was imposed stating that the extension shall only be used in association with the existing business unit and not operated as a separate unit. The reason stated for this condition at this time was because the site was incapable of providing satisfactory off-street parking and service facilities for two separate business units.

In conclusion, it would be difficult to support the proposed development based on the above issues.

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

Chief Officer, Environment & Technical