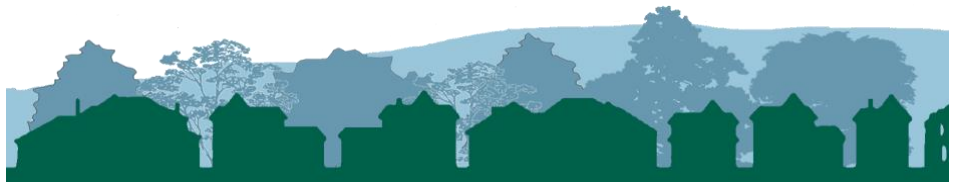


REAL PLANNING

Dunmore, Church Street
Penycae, Wrexham. LL14 2RL
Tel: 01978 840651 Mob: 07930103090
info@realplanning.co.uk



Planning Department
Wrexham County Borough Council
Lampit Street
Wrexham
LL11

Our Ref: 125/WXM/BentleysPrinters

Your Ref: P/2022/0372

Date: 15th April, 2023

Fao Matthew Phillips

Dear Matthew

Re: Application seeking the removal of Condition 2 attached to planning permission WRC/CB/00544 to allow the continued operation of the extended building as a stand-alone printing business

Site: 29, Rivulet Road, Wrexham LL13 8DU

Following our meeting and further exchange of emails you stated in your email [dated 01/03/2023]:

“ it would be worthwhile having a comparison put forward of the worst-case scenarios, having regard to the maximum parking provision as existing and proposed, less the on-site parking provision. This is something we could then discuss with Highways.”

My comments are as follows:

Despite only limited on-street parking and no off-street parking, the continued B1 use of the warehouse [812 sqm] at 29 Rivulet Road as a printing works was permitted in August 1981 [Code No 6/4375 refers]. The extension to the warehouse [29a, Rivulet Road] [240 sqm] was also approved in October 1996 [Code no WRC/CB/0544 refers] resulting in a total B1 use of 812 sqm with no concerns expressed by the Case Officer, who concluded:

“I am satisfied that the proposal is acceptable. The development will not be to the detriment of the visual amenities of the area and will not have an adverse impact on the adjoining highways.”

Area sq.m	B1 - LPGN 16 1 space per 30 sqm recommended	Approved parking spaces	B8 - LPGN 16 1 space per 100 sqm recommended
812 [existing]	27	6	8.1
572 [previous]	19	0	5.7
240 [extension]	8	6 (for whole site)	2.4

My first significant point is that even if the site is split into two separate units, the total area of B1 use stays the same, so by logical extension the parking requirements should also remain the same.

Whether there are one or two B1 uses, it will always be a total of 812 sqm with the same parking requirements.

Subsequently, there is no justification to say that the demand on parking will increase when the site area is unchanged.

As you referred to in the above-mentioned email, it is also important to note that it is feasible to change the site into a B8 use without planning permission resulting, as you state, in concerns in that a B8 use may give rise to more noise from early morning/late night arrivals as well as unloading/loading. ***So, theoretically, 500 sqm of the original building could be turned into a B8 use. Likewise, the extension [240 sqm] could be turned into a B8 use without planning permission.*** Either scenario would have the benefit of reducing parking required under LPGN 16 but, ***significantly***, would likely attract HGVs / box vans; there would be nowhere on-site for these vehicles to turn / unload and this would ***create significant detriment to highway safety on Rivulet Road.***

It would surely be preferable to the Local Planning Authority to gain some control of the future use of the site by conditioning the extension area to remain as a sole B1 use while removing the rights to any future change of use to B8. Any proposed change of use of the site would then require a planning application which could be dealt with appropriately by the Local Planning Authority. You stated in your email [01/03/23] that:

"It is possible to change from Class B1 to Class B8, provided the floor area changes is not more than 500 sqm. Although there is a degree of separation to the nearest dwelling, there is a concern a B8 use may give rise to more noise from early morning/late night arrivals as well as unloading / loading. This matter could, however, be addressed via a condition limiting use to Class B1."

This would address both parking and amenity concerns.

You also stated in your earlier email to Real Planning [dated 25/01/2023]:

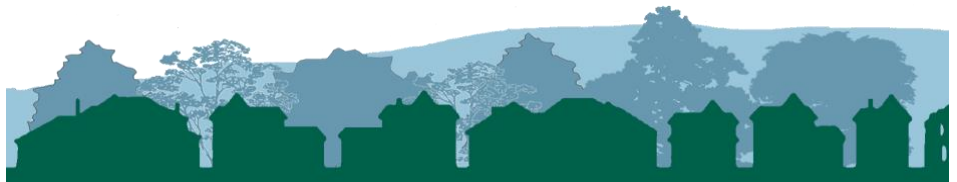
"Firstly, it would leave the remaining print work premises without any off-street parking for staff or visitors. The existing parking / turning area also does provide some space for loading / unloading clear of the highway."

This isn't completely true, as previously explained in my Covering Letter accompanying the planning application:

"In relation to this, I have attached for your information a letter [see Appendix 3] received by my client in 1997 from Wrexham County Borough Council in respect of works they were undertaking along Rivulet Road. It is referenced TE /97701 and jy/rivulet/acom RB - JY presumably referring to the former Senior Highway Design Engineer John Youd and RB to Ron Bentley the site owner. A letter dated 22 January, 1997 from John Youd is also attached as further evidence of the proposed scheme.

WCBC were proposing works to bring Rivulet Road up to a standard suitable for adoption. The attached letter [see Appendix 4] headed 'Reconstruction of Rivulet Road', states that the works proposed included a full height kerb across the front of the building at the garage doors which were on site at the time and are still in situ today. It is noted, however, in the bold type face that.....

'It is acknowledged that the existing double doors provide a vehicular access into the premises - it is accepted by WCBC that although the construction of a 'full kerb' across the doorway will not facilitate vehicular access this will not prohibit the future provision of a vehicular access at this location should the building or land be redeveloped.'



This caveat was included in the document to protect the future use of the access and it can, therefore, be reinstated at any time and used as an access subject to the building being redeveloped. The access was historically used for the parking of vehicles and can, therefore, provide off road parking for any proposed use of the building. In any case, access and parking arrangements for the building known as 29a Rivulet Road, will be considered through the submission of any future planning submission. Reference is made to this only to give clarity to both the planning and highways departments that the building can continue to be used for its existing planning use or be put to another use with an appropriate level of on-site parking provided within the building, accessed by the approved vehicular access."

In addition, the applicant would be willing to accept a condition to secure three of the existing car parking spaces to be made available to the former building.

I also note that the 1996 Case Officer's Report [CB/544] states:

*"In design terms, scale and form is appropriate and the materials are satisfactory. There are residential properties on Rivulet Road, but I am satisfied that the **building will not detract from the visual amenity of the area.**"*

It goes on to state:

"No adjoining residential properties which will be affected by the development in terms of loss of light and privacy.

*The design is acceptable and whilst there are a considerable number of other industrial units on Rivulet Road, there are a number of residential properties. **I am satisfied that the building will not be to the detriment of the visual amenity of residential properties.**"*

Also, under the heading of 'Highways/Parking', it states:

*"The adopted council parking standards require 1 space per 3 employees, so standards are met with additional parking for visitors and the provision of a disabled parking space. Whilst some of the spaces may prove difficult to negotiate, given the size of the spaces on the adjoining unmade road **I feel that the existing situation will be improved.**"*

Whilst highways have expressed some concern over parking as previously mentioned no parking existed with the existing premises and I am satisfied that the parking provided with the new extension will improve the traffic situation on Rivulet Road. Similarly with servicing, whilst no turning provision on site, vehicles will now be able to leave Rivulet Road to service the premises via the new extension.

I am satisfied that their proposal will have no adverse impact on the adjoining road and will in effect improve the existing situation.

The Report concluded:

"I am satisfied that the proposal is acceptable. The development will not be to the detriment of the visual amenities of the area and will not have an adverse impact on the adjoining highways."

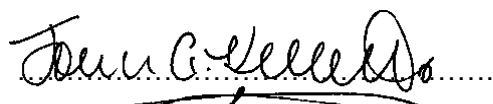
To summarise:

- Highways state that by giving permission 'demand for car parking spaces would increase'. As explained earlier, the total area of B1 use will always remain the same, **whether there is one or two B1 uses, it will always be a total of 812 sqm, with the same parking requirements.**

- It is agreed that it is feasible to change the site into a B8 use without planning permission resulting, as you state, in concerns in that a B8 use may give rise to more noise from early morning / late night arrivals as well as attracting HGVs / box vans with nowhere on-site for these vehicles to turn / unload ***creating significant detriment to highway safety on Rivulet Road.*** In granting permission, the Local Planning Authority would ***gain control of the future use of the*** site by conditioning the extension area to remain as a B1 use while removing the rights to any future change of use to B8, ***addressing both parking and amenity concerns.***
- There is also an accepted access with parking available on the ground floor of the existing building as explained above.
- Permission was granted for the continued use in 1981 despite there being no parking and the extension to this use was granted in 1996 with parking for 6 spaces which '*will not have an adverse impact upon adjoining highways*' as stated by the Case Officer.

I trust that the above will enable you to give favourable consideration to this application.

Yours sincerely


J.G. Kellett