

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0775	Your Ref:	SH/P/2022/0775 Res(1)
Date:	14/09/2022		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD 0 DDOSBARTH A1 (MANWERTHU) I DDOSBARTH D2 (STIWDIO HYFFORDDI PERSONEL) / CHANGE OF USE OF BUILDING FROM CLASS A1 (RETAIL) TO CLASS D2 (PERSONAL TRAINING STUDIO)
120 RHOSNESNI LANE RHOSNESNI WREXHAM

Grid Ref: E 334634 N 351432

I refer to your consultation / email dated 07/09/2022 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 7m wide and 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.

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.

Having visited the site on 07/07/2022, I observed a sign at the entrance to the site which appears to list 5 no. businesses located at the rear of the site. It is not clear as to what these businesses are, whether they have planning consent to operate from this site and whether they intend to continue operating should the latest application be supported. No specific detail relating to their parking and turning provision has been provided. **These details require clarification.**

Previous uses at the site in respect of the building to the front of the site included Nightingale House Shop, Home Aids Appliance Shop and Alf Jones Cycle Shop.

Traffic Generation

It is not clear from the submitted information as to the previous daily vehicle movements generated by the former shop and anticipated daily vehicle movements that the proposed development will generate. I would recommend that this information is provided along with traffic generation details from the other businesses at the site.

Parking & Turning Provision

Adequate parking and turning provision would need to be provided for the proposed development. I assume that the proposed development will come under LPGN 16 Class D2 Use which requires a maximum of 1 car space per 15m². Assuming a gross floor area of approximately 313m², the proposed development would require a maximum of 21 spaces. The submitted details appear to refer to the provision of 10 spaces which I assume are located at the front of the building. I understand that there will be 2 no. personal trainers running the business and it is suggested that there will be no more than 6 cars in the car park at any one time. I assume it may be possible to control the number of clients visiting the site should the application be supported.

I would recommend the applicant submits a suitably scaled layout plan indicating the layout of the proposed spaces in accordance with LPGN 16 requirements along with details of the existing businesses permitted uses and allocated parking and turning provision for each business.

I understand that an existing vehicular right of access to the rear of 112 - 118 Rhosnesni Lane is currently afforded to these properties.

Supplementary Notes

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



Chief Officer, Environment & Technical