

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:	3 rd August 2022		

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 consultation / email dated 02/08/2022 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. The additional 7 no. commercial units are considered likely to result in a significant increase in vehicle movements through this 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 04/03/2022, 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. Detail relating to their parking and turning provision has been provided on revised layout plan ((Drg. No. C139/006 Rev A). However, no information relating to the precise class use or gross floor areas for these units has been provided. No information on the existing / proposed use of the shop unit / storage unit has been provided.

These details require clarification.

I would normally recommend that a development of this nature is served by an access of suitable width with appropriate kerb radii (including pedestrian crossing points) to suit the maximum size of vehicle likely to visit the site. The submitted layout plan indicates a proposed widening of the existing dropped kerb access by 3.1m resulting in the loss of one parking space fronting the former retail unit. Based on an assumed Class A1 Use – non food retail, the existing 313m² gfa unit would normally require a maximum of 16 spaces. This modification would appear to reduce the number of existing spaces to 7. However, the submitted layout plans do not indicate the existing footway running alongside (0.9m wide) and fronting (1.3m wide) the former retail unit. If the footway / bollards at the front of the building are to remain then there would only be 8m depth available whereas LPGN 16 requires a depth of 9.8m where spaces are laid out at 60 degrees. **This detail requires clarification.**

The modified access would create a non-standard alignment with the existing building and is likely to be awkward for larger HGVs to access when another such vehicle is exiting the site. The submitted information states that the maximum size of vehicles visiting the site would be 10.32m long fixed bed wagons. I assume that this also includes the type of vehicle that visits the existing businesses.

The modified access increases visibility in the westerly direction to 2.4 x 39.5m measured to the centerline of the carriageway. However, the existing carriageway width in this location (even with the kerb build outs) is 6m. Visibility standards in this location would still require measurement to the nearside kerb edge / nearside wheel track. This would only appear to achieve a visibility splay of approximately 2.4 x 22m in the westerly direction measured to the nearside wheel track.

Parking & Turning Provision

Adequate parking and turning provision would need to be provided for the proposed commercial units. The proposed 7 no. units have a gross floor area of 500m². **I would request the applicant provides details of the precise LPGN 16 Class Use in order to assess parking provision.** The submitted plans indicate the provision of 15 spaces.

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. The submitted information states that the maximum size of vehicles visiting the site would be 10.32m long fixed bed wagons. I understand that such a vehicle would typically require a turning circle of at least 23m diameter. The submitted layout plan indicates a turning circle of 15m diameter which is inadequate. **Could you please ask the applicant to submit swept path details of such a vehicle turning within the site.**

Traffic Generation

No details of the anticipated daily traffic generation from the proposed development has been provided. However, the additional 7 no. commercial units are considered likely to result in a significant increase in vehicle movements through this access. 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.

The email from Blueprint dated 28/07/2022 indicates that the previous use of the land as being a builders yard suggesting that it could have easily accommodated 30 plus employees using this existing access point. It is not clear whether such a business had planning consent, how along ago it closed down (eg/ more than 10 years ago), where exactly it was located, exact numbers of staff, daily traffic generation and parking / turning arrangements. **These details require clarification.**

Service and Delivery Management Plan (SDMP)

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

Construction Traffic Management Plan (including details of contractor parking)

If supported, in order to construct the proposed scheme, 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