

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:	29/09/2022		

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. **I assume that Planning Enforcement will need to check the above details and the validity of these existing businesses / permissions.**

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.

Traffic Generation

It is not clear from the submitted information as to the previous daily vehicle movements generated by the former retail units. The applicant has provided information on anticipated vehicle movements / parking demand at the site in their email dated 20/09/2022. The submitted information would appear to suggest that the proposed gym could generate in the region of 82 movements per day plus any staff movements. This would seem to be broadly comparable with the retail units previous uses.

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.

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 / layout plan received on 28/09/2022 indicate the provision of 6 spaces located at the front of the site parallel to the building and front boundary wall. These would appear to meet the dimensional requirements of LPGN 16. I would recommend that proposed spaces are marked out with white lining materials.

I understand that there will be 2 no. personal trainers running the business and it is suggested that there will be no more than 5 client 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 eg/ **condition for a Car Parking Management Plan.**

It would appear that the current available visibility from the existing access of at least 2.4 x 43m in the easterly direction is maintained even with the proposed parking spaces ie/ 6 spaces.

I therefore have no objections in principle to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

NONSTD VISIBILITY SPLAY IN EASTERLY DIRECTION (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide / maintain a visibility splay of 2.4 metres x 43 metres in the easterly direction measured to the nearside edge of the adjoining highway. Within this splay there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splay shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD
035R

PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced, drained and marked out with white lining materials prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

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

Chief Officer, Environment & Technical