

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: 4th March 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 120 Rhosnesni Lane, Wrexham.

I refer to your consultation / email dated 02/03/2022 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. No specific detail relating to their parking and turning provision 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. This detail has not been provided and no modifications to the existing access are proposed. **I would recommend that the applicant provides this detail.** In order to construct such an access, the applicant will be required to enter into a s.38 / 278 agreement with the Council.

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 548m². LPGN 16 (Class B2 Use) would normally require a maximum of 1 space per 50m² gfa equating to the maximum requirement of 11 spaces. The proposed units appear to provide 15 spaces which is considered adequate.

I understand that an existing vehicular right of access to the rear of 112 - 118 Rhosnesni Lane is currently afforded to these properties. However, it is not clear from the submitted details as to where these residents currently park or where it is proposed they will park if the development is supported.

A suitable turning area to suit the maximum size of vehicle likely to visit the site will need to be provided. **Could you please ask the applicant to confirm what maximum size HGV / delivery vehicle visits the site now and what is proposed for the new units and how / where they will turn / park within the site.**

Service and Delivery Management Plan (SDMP)

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)

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.



Chief Officer Environment & Technical