

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2023/0800	FAO:	
		Your Ref:	P/2023/0800
Date:	21 st March 2024		

Land At, Bangor Road, Johnstown, Wrexham.

Reserved matters pursuant to outline planning permission P/2020/0210, for a mixed use residential, business, industrial, storage and distribution and retail development (appearance, landscaping, layout and scale)

Further to the planning submission in respect of the above, we comment as follows:

The principle of access to the development and impact in the highway was established in the past planning applications P/2013/0545 and then amended subsequently in application P2020/0210.

The comments provided in this note relate to the reserved matters in terms of the layout of the development including parking. It is noted that a highways adoption plan has been submitted indicating that much of the internal highway layout is intended for adoption excluding driveways and parking courtyard areas.

Highway Layout

Vehicle tracking of all turning areas should be provided to indicate that refuse vehicles can safely turn within the site. From a review of the plans provided it is likely that many fall below the Wrexham's standard detail for adoptable turning heads and that some will likely rely on the use of unadopted areas to make turning manoeuvres. The applicant should demonstrate compliance with Wrexham's standards and that refuse vehicles can turn safely without the use of unadopted land (see attached). Swept path analysis should be provided.

Two shared surface areas towards the west of the site are 50 and 55m long respectively which is an excessive distance to wheel bins. The applicant should review this issue.

A 10m radius bend is shown to the west of the site. WCBC standard is 20m. Can sufficient forward visibility be achieved at this location?

Public Rights of Way and Emergency Access

The transport assessment which accompanied the original planning application set out the following active travel connections with the wider transport network. It is not clear how these are represented in the proposed layout. In particular the following connections appear to be omitted or require further clarification. The 'P' numbers referred to below relate to Figure 3 included in the Transport Assessment for Application P2013/0545

- P2. Pedestrian and cycle connection (3m cycleway) connection to junction of Bangor Road and Hafod Road. No connection shown here.

- P3: Pedestrian Connection to east of site with Hafod Road at junction with Hafod House Farm PROW ESC 31. No connection shown here.
- P4: Pedestrian connection and emergency vehicular access from Hafod Road at the northern site boundary incorporating PROW ESC 28. No means of pedestrian or vehicular access is shown in proposed plans at this location.
- P5 pedestrian connection to west of site at intersection of PROW ESC 24 & ESC 28
- P6 Connection at PROW RUA 177
- P7 Pedestrian connection at western boundary of the site at Bangor Road connecting to PROW RUA 117. No connection shown here.

The applicant should provide information on how the above connections and emergency access point is to be provided as approved in the outline planning application. The applicant should liaise with Wrexham's Public Right of Way officer on how existing PROWs within the site are to be maintained / diverted. The applicant should also liaise with Wrexham's Active Travel Lead, Ms Gwen Thomas available at gwen.thomas@wrexham.gov.uk to agree proposals in keeping with current standards, updated since the outline applications.

Car and Cycle Parking

Commercial Use Parking

The submitted plans provide the following information:

- 235m² retail convenience store space and 465m² B2/B8 use proposed.
- 5 covered cycle stands for the B2/B8 use and same for retail use (10 cycle capacity)
- 35 spaces including 2 accessible spaces for the B2/B8 and retail units

It should be noted that we understand that the site benefits from B2/B8 consent. However the plans are labelled 'office'. The comments on the application are made on the basis of B2/B8 consent.

For these uses the following parking standards apply according to LPGN16.

- Retail (small shop) 1 car parking space per 15m² (max) and 1 cycle parking space per 150m² (min)
- B2 1 car parking space per 50m² (max) and 1 cycle parking space per 500m² (min)
- B8 1 car parking space per 100m² (max) and 1 cycle parking space per 1,000m² (min)

On this basis the standards would require a maximum of:

- Retail – 16 car parking spaces and 2 cycle spaces
- Up to 9 car parking spaces and 1 cycle space

The proposed 20 cycle stands is an over provision in terms of standards, this is accepted to encourage sustainable travel to the site. The provision of 35 car parking spaces is an over provision above the standards, however this is accepted to avoid vehicles attempting to park on the highway, either on Bangor Road or within the development site should at peak times the car park become full. It would be expected that the convenience store could attract significant pass-by trips by car. It is noted that there is an existing recreational demand for parking accessing the footpaths, and the additional 10 spaces could help reduce the impact of this demand.

A car parking management plan should be provided setting out details how parking for the retail use may be separated from that proposed for the industrial uses.

Residential Parking

The submitted plans provide the following information:

- 267 Houses (27 affordable) and 33 apartments (all affordable) - 300 dwellings in total
- Approximately 566 car parking spaces

- Cycle storage for 30 bicycles serving the apartments (stand of 10 for each of the three blocks).

For residential use the following maximum parking standards apply according to LPGN16.

- 1 bedroom dwelling average of 1.5 spaces per unit
- 2 bedroom dwelling 2 car parking spaces per unit
- 3 & 4 bedroom dwelling 3 car parking spaces per unit
- 2 secure cycle parking spaces per dwelling

No schedule has been provided detailing the parking provision for each dwelling. A check has been undertaken of parking provision dwelling by dwelling using the plans provided. It appears that the level of parking provided is below the maximum standards. In summary:

Houses				
Bedrooms	Dwellings	Max CP Standard	Spaces Provided	Comment
4	19	3 per dwelling	2 per dwelling	Provision below maximum standard
3	168	3 per dwelling	2 per dwelling	Provision below maximum standard
3	1	3 per dwelling	1 per dwelling	Provision below maximum standard
3	2	3 per dwelling	1 per dwelling and shared visitor	Provision below maximum standard
2	66	2 per dwelling	2 per dwelling	Provision at maximum standard
2	6	2 per dwelling	1 per dwelling	Provision below maximum standard
2	5	2 per dwelling	1 per dwelling and shared visitor	Provision below maximum standard
Apartments				
Block	Dwellings	Maximum CP Standard Calculated	Spaces Provided	Comment
1	9	13	11	Provision below maximum standard
2	12	22	12 and 2 visitor spaces	Provision below maximum standard
3	12	19	12 and 2 visitor spaces	Provision below maximum standard

The main element of the development where parking is below maximum standard is the 187, 3 and 4 bedroom dwellings with 2 parking spaces where a maximum of 3 could be provided. It is considered that the level of provision is in keeping with car ownership in the local area reviewing 2023 Census data, furthermore this level of provision should encourage the use of alternative modes to the private car and is accepted.

Based on Wrexham's recommendations for parking and driveway arrangements it is noted that around 38 of the dwellings parking is either remote from dwellings or outside next door. It is possible that this could lead to car owners deciding to park on street at their dwelling rather than use their remote space. The applicant should review this and provide spaces as close to the appropriate dwellings as possible.

Cycle parking within the apartment blocks is below standard. To encourage sustainable travel at the site we recommend that cycle parking is provided here at the minimum rate of two per dwelling.

In accordance with the previous Decision Notice, ESC P/2020/0210 we note the following conditions relating to highways matters that should be considered for inclusion within any future approval:

- Prior to commencement of any works, a Construction Traffic Management Plan should be submitted for approval covering both the demolition and construction phase. We refer to Condition 17 of the decision notice
- We note that Street Lighting should also be provided to discharge condition 24 on the same application.
- Conditions 30 & 31 refers to details of junction works, Stage 1/2 Road Safety Audit, Bangor Road speed limit amendments and a Travel Plan all prior to first use.
- Condition 32 refers to new priority controlled junction access to the site

Summary

The following additional information and clarifications are requested from the Applicant, for more detail please review the note in its entirety:

- Vehicle tracking of all turning areas should be provided to indicate that refuse vehicles can safely turn within the site. From a review of the plans provided it is likely that many fall below the Wexham's standard detail for adoptable turning heads and that some will likely rely on the use of unadopted areas to make turning maneuvers. The applicant should demonstrate compliance with Wexham's standards and that refuse vehicles can turn safely without the use of unadopted land.
- Two shared surface areas towards the west of the site are 50 and 55m long respectively which is an excessive distance to wheel bins. The applicant should review this issue.
- A 10m radius bend is shown to the west of the site. WCBC standard is 20m. Can sufficient forward visibility be achieved at this location?
- Active Travel connections to the external network and PROW as well as emergency access which formed part of the outline planning consent appear to be omitted from the submitted plans. The applicant should provide information on how these connections will be provided.
- The applicant should liaise with Wexham's' Public Right of Way officer on how existing PROWs within the site are to be maintained / diverted.
- Commercial car and cycle parking provision is accepted.
- Residential quantum of car parking is accepted however the applicant should review the location of some of the parking spaces which in some cases is remote from the dwelling in question. WCBC can provide more information on this if required.
- Cycle parking within the apartment blocks is below standard. To encourage sustainable travel at the site we recommend that cycle parking is provided here at the minimum rate of two per dwelling.
- A CTMP should be provided and approved prior to commencement of works

Conclusion

The Applicant should provide the additional information and respond as requested above.



Chief Officer, Environment & Technical