
GAROB DEVELOPMENTS LIMITED

PROPOSED CHANGE OF USE, FROMER CO-OP, WELL STREET, CEFN MAWR, WREXHAM

TN03 – RESPONSE TO LHA COMMENTS

4TH JULY 2023

1.0 Appointment of Connect Consultants

- 1.1 Connect Consultants Limited (Connect) is a firm of transport planning and highway design consultants that have been instructed by GAROB Developments Limited in relation to their proposed change of use from retail to storage and distribution at the former Co-Op store, Well Street, Cefn Mawr, Wrexham.

2.0 Introduction

- 2.1 A planning application (local planning authority reference P/2023/0008) was submitted to Wrexham County Borough Council (WCBC) on 11th January 2023 for the:-

"Change of use of building from Class A1 (Retail) to Class B1 (Business) and B8 (Storage and Distribution) at the Cooperative, Well Street, Cefn Mawr, Wrexham, LL14 3YD."

- 2.2 The 2023 Change of Use application (P/2023/0008) was accompanied by proposed site layout plans and a Design and Access Statement.
- 2.3 A highways consultation response in relation to the application was received from WCBC dated 8th March 2023. The response stated that a Transport Statement would be needed to accompany the proposed change of use application.
- 2.4 A Traffic Assessment Statement produced by GAROB Developments Limited, dated 10th March 2023, was subsequently submitted to WCBC.
- 2.5 Following the submission of the Traffic Assessment Statement, further information was requested by WCBC in an email to GAROB Developments Limited, dated 19th May 2023. The Connect report TN02 (6th June 2023) provided this additional information.
- 2.6 Further comments have been provided by WCBC in an email to Connect dated 30th June 2023. This Technical Note provides further information in relation to these comments.

3.0 Additional Information

- 3.1 The following comments by the LHA refer to the additional information provided by Connect as part of the previous correspondence: *"As discussed, we are comfortable with the additional information provided, subject to the following qualifications:"*
- 1. The scrub/weeds to the right of the entrance can be removed and maintained to below 1m high, and a plan will be provided showing visibility splays each way. I know the junction quite well and am comfortable that with this improvement, visibility will be well within requirements for a 20mph speed limit in place on Well St.*

- 3.2 The proposed site plan provided at Appendix 1 shows visibility splays of 2.4m x 43m on the site access approach, which complies with the requirements set out in Manual for Streets 2 for roads subject to a 20mph speed limit. Vegetation will be managed to maintain these splays.

2. Swept path analysis has been provided for both articulated and rigid HGV's both of which are permitted under the current site classification. We note our agreement that adjustment to the central islands may be necessary, which we can agree in due course via a pre-commencement condition as noted below. These alterations may provide central refuge to pedestrian traffic given the size of the opening.

- 3.3 The proposed site plan shows that the existing central access will be closed to form one refuge island, which will provide a central respite area, and allow for shorter crossing distances across the access.

3. We agree that HGV traffic leaving the site heading left is both unlikely and not practical/possible."

- 3.4 This is noted.

4. We understand that in reality the proposed use and locality is unlikely to warrant regular HGV traffic, as noted in the Applicant's Traffic Assessment Statement dated 10/3/23, and that the reported assessments of 6/8 trips per day are based on maximum standards for the change of use classification.

- 3.5 This is noted.

4.0 Updated Site Layout Plan

- 4.1 The following comments by the LHA refer to their request for a proposed layout plan: *"We would request that any approval is conditioned to provide a detailed coordinated layout showing the following prior to commencement on site:"*

1. On-site vehicular parking for staff and customers, and any third party spaces for commercial premises along the north east boundary (if applicable). Proposals and layout needs to comply with LPG16.

- 4.2 The parking spaces shown on the proposed site layout at Appendix 1 have been provided with reference to the parking standards in LPG16.

- 4.3 For the proposed business / storage and distribution use the following standards apply:-

- B1 Business and Light Industry – maximum of 1 space per 30 sq.m. GFA.
- B8 Storage and Distribution – maximum of 1 space per 100 sq.m. GFA.

- 4.4 The above equates to a maximum of 9 to 28 spaces depending on use, based on a proposed GFA of 850 sq.m. ($850 \div 30 = 28.3$; $850 \div 100 = 8.5$).

- 4.5 The proposed site layout shows 28 parking spaces, which accords with the maximum standards for B1 business use.

2. Deliveries and servicing of the proposed premises

- 4.6 A marked dedicated delivery and servicing area will be situated fronting the western side of the building. The swept path analysis at Appendix 2 demonstrates that 16.5m articulated and 10m rigid vehicles are able to manoeuvre within the site.

3. Safe pedestrian movement both across the entrance and across the site, compliant with DDA and Active Travel Requirements Wales.

- 4.7 The proposed site layout shows a marked pedestrian route along the building's western frontage, which extends across the car park to the footway on the north side of the access.

4. Adequate lighting

- 4.8 The car park and turning area will be illuminated to a minimum of 20 lux as informed by the BS EN 12464. The proposed site plan includes a note confirming this.

5. Refuse Collection

- 4.9 Refuse collection is proposed to take place within the site at the refuse collection point on the southern boundary of the site, which is identified on the proposed site plan. Refuse vehicles will be able to manoeuvre within the site to undertake this, which is demonstrated by the swept path analysis at Appendix 2.

6. Consideration for Electric Vehicle Charging

- 4.10 WCBC do not provide a standard for EV charging provision and so reference has been made to Policy 12 of the Future Wales: The National Plan 2040 report, which states that planning authorities should seek a minimum of 10% of parking spaces to have electric vehicle charging points. As such, three of the proposed 28 spaces will have electric vehicle charging capability, equating to 10% of total provision and thus according with the national standards.

7. Any muster points in case of emergency

- 4.11 A muster point is located at the area of private footway at the northern radius of the site access, which is identified on the proposed site plan.

8. Surface water drainage and demonstration that no surface water will discharge onto the public highway.

- 4.12 The site plan shows decreasing levels at the site access away from the highway, such that surface water in the site will discharge to the rear of the site and not onto the highway.

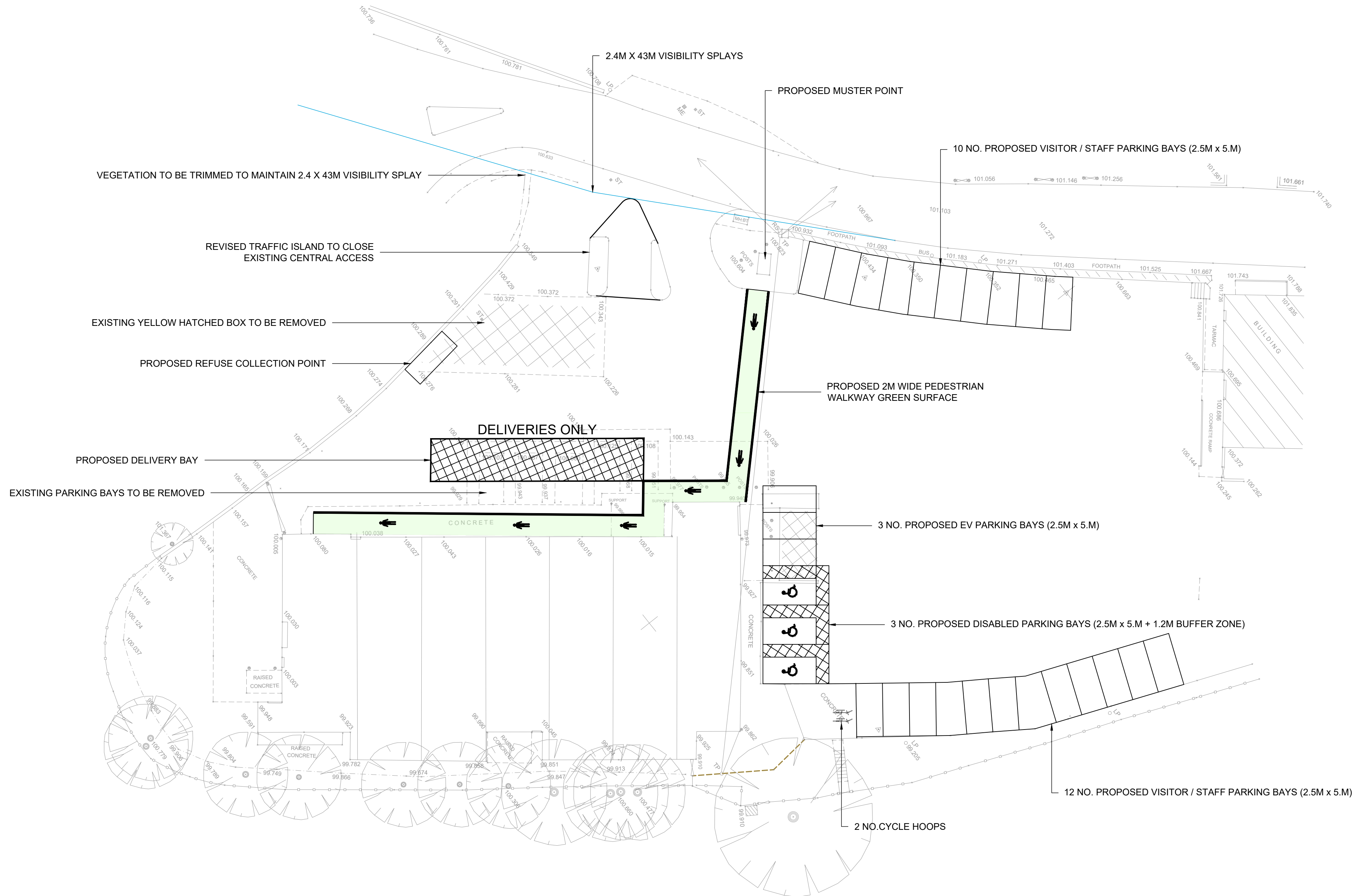
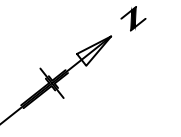
9. Hard landscaping proposals detailing materials and markings

- 4.13 The proposed car parking spaces and landscaping alterations are shown on the site plan at Appendix 1.

10. Secure bike parking proposals

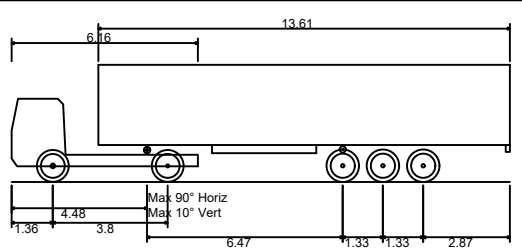
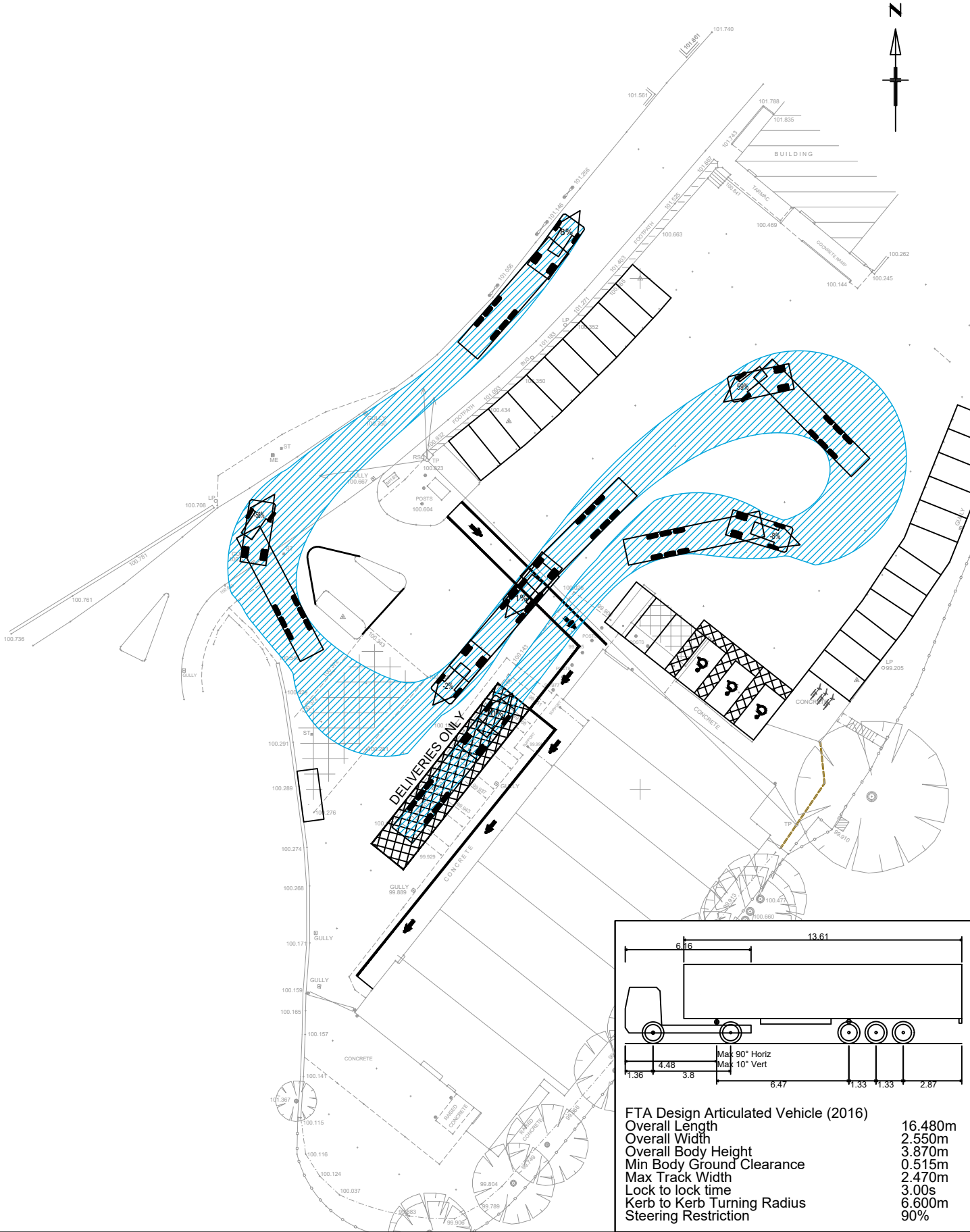
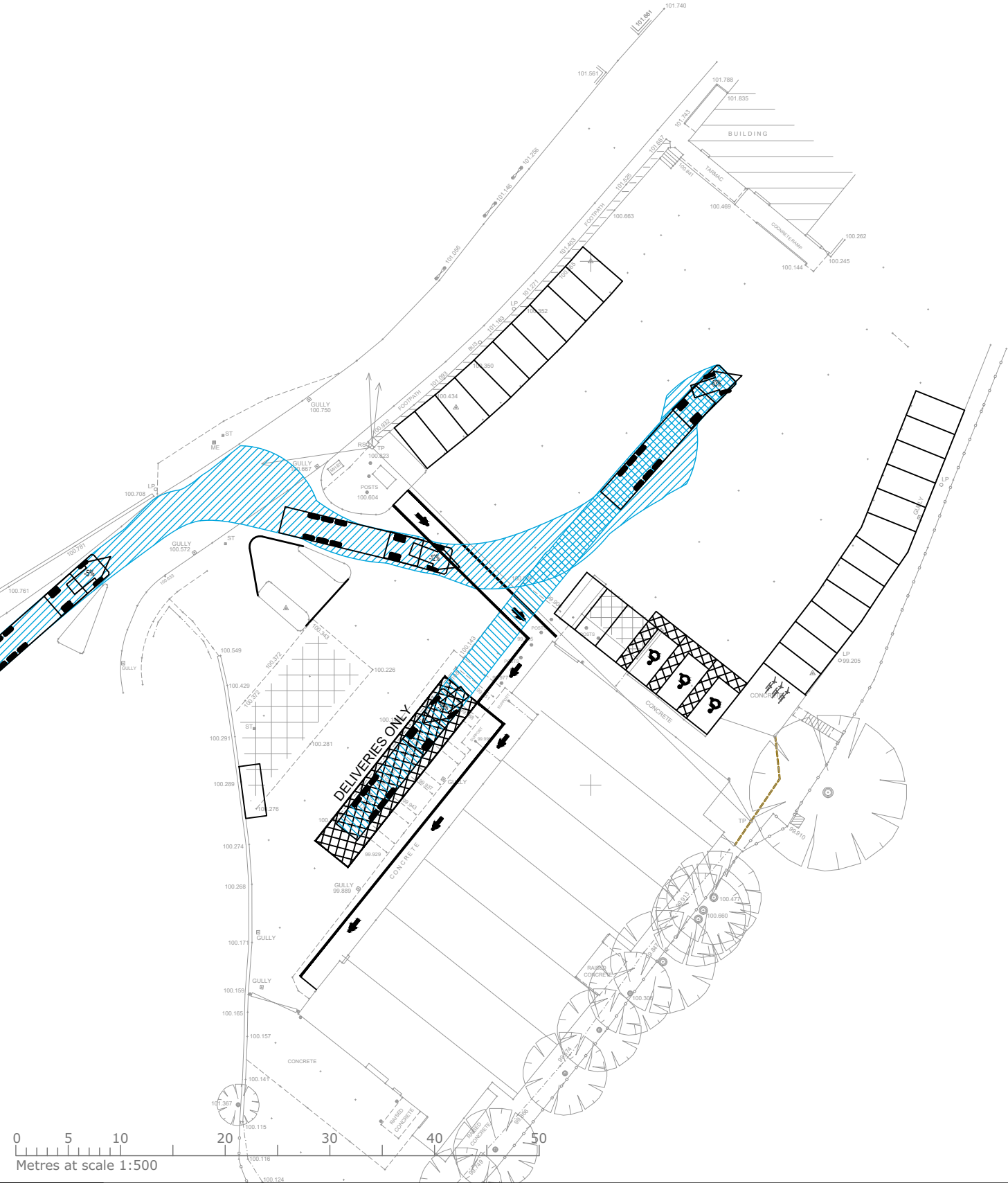
- 4.14 The cycle parking standards set out in LPG16 for business / storage and distribution use are as follows:
- B1 Business and Light Industry – minimum of 1 space per 300 sq.m. GFA.
 - B8 Storage and Distribution – minimum of 1 space per 1000 sq.m. GFA.
- 4.15 The above equates to a minimum of 1 to 3 cycle spaces, depending on use ($850 \div 300 = 2.8$; $850 \div 1000 = 0.9$).
- 4.16 The proposals include 2 Sheffield-type cycle stands, capable of securing up to 4 cycles, which exceeds the minimum standards.

APPENDIX 1 – PROPOSED SITE LAYOUT



NOTE:
CAR PARK AND DELIVERY AREA TO BE LIT TO
BS EN 12464- 2

APPENDIX 2 – SWEPT PATH ANALYSIS



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m
Steering Restriction	90%

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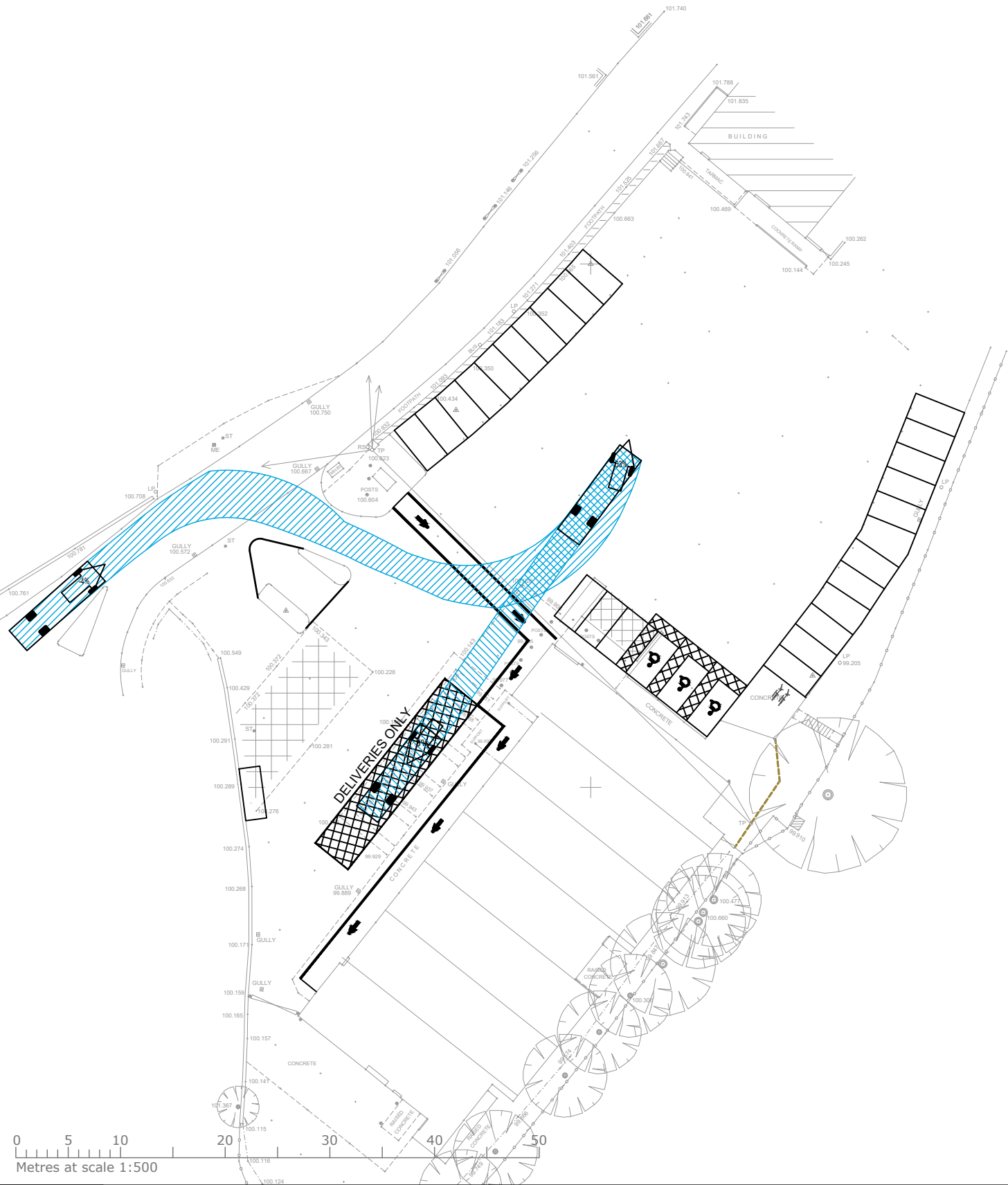


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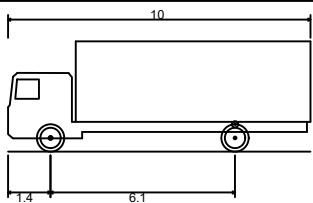
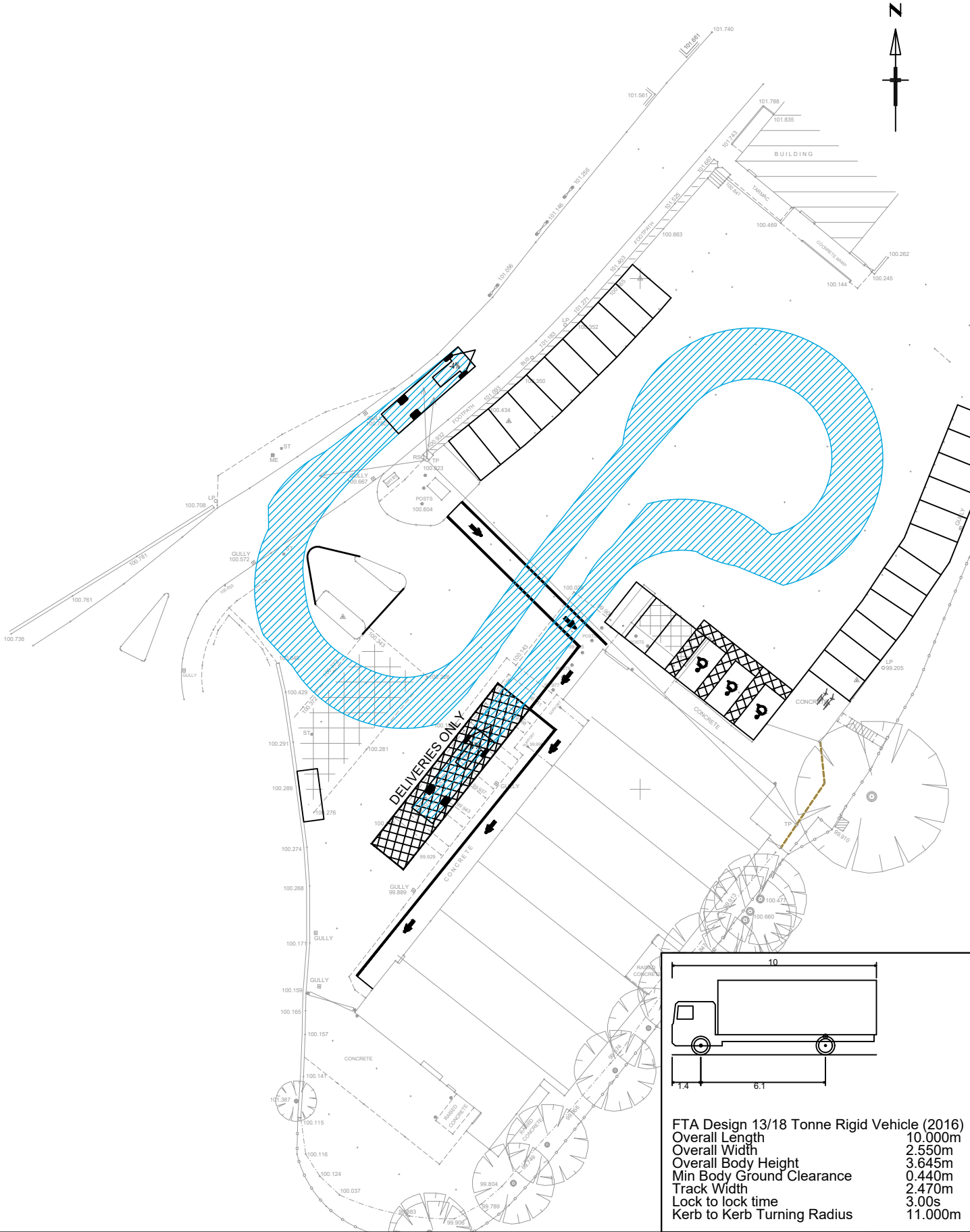
title
PROPOSED SITE LAYOUT
SWEEP PATH ANALYSIS
FTA DESIGN ARTICULATED VEHICLE

date	JULY 2023	drawn by	T.A.S	checked by	R.H.L
scale	1:500	status	PLANNING		
drawing number	23078-TR003			rev.	

INBOUND MANOEUVRE



OUTBOUND MANOEUVRE



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

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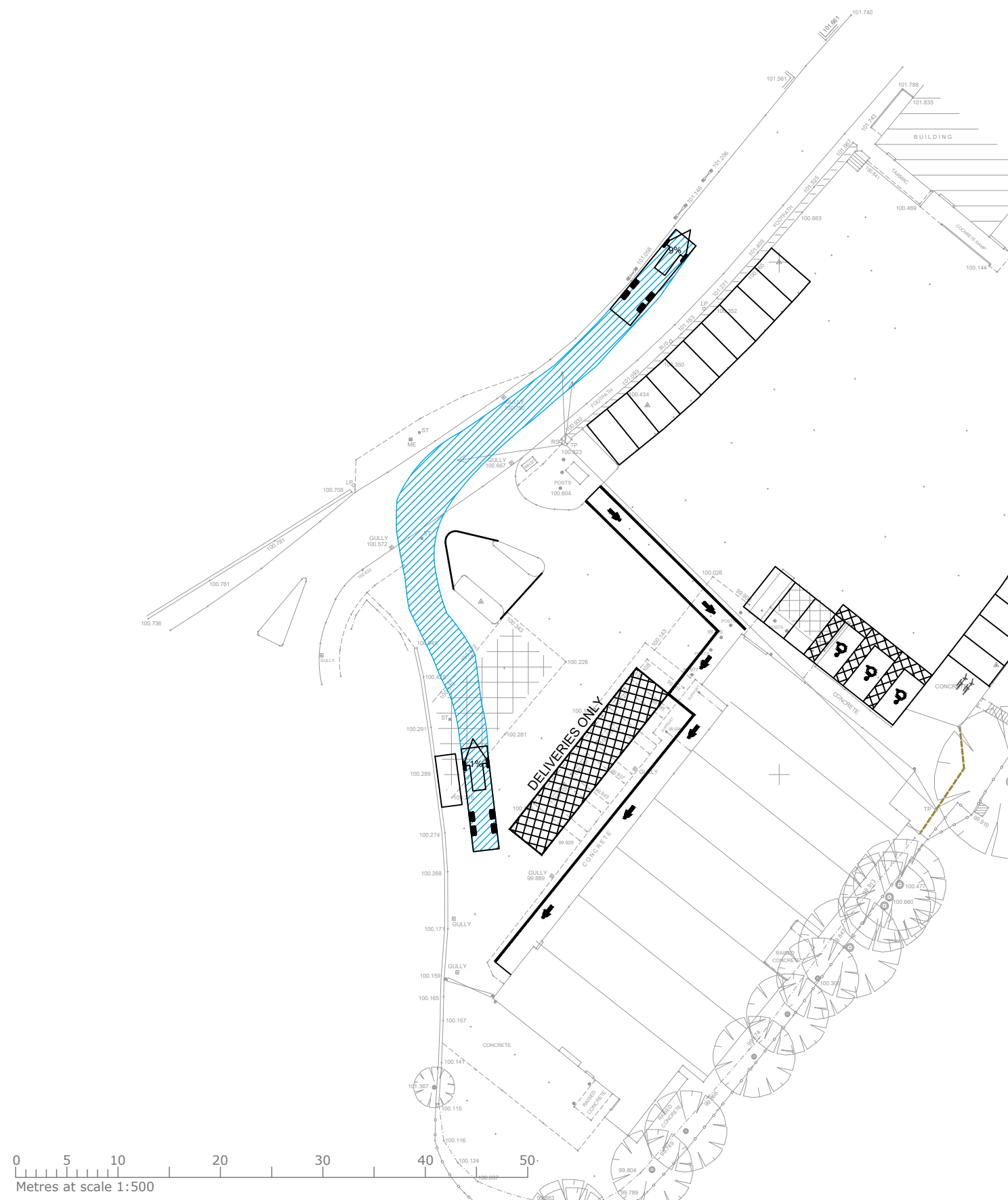


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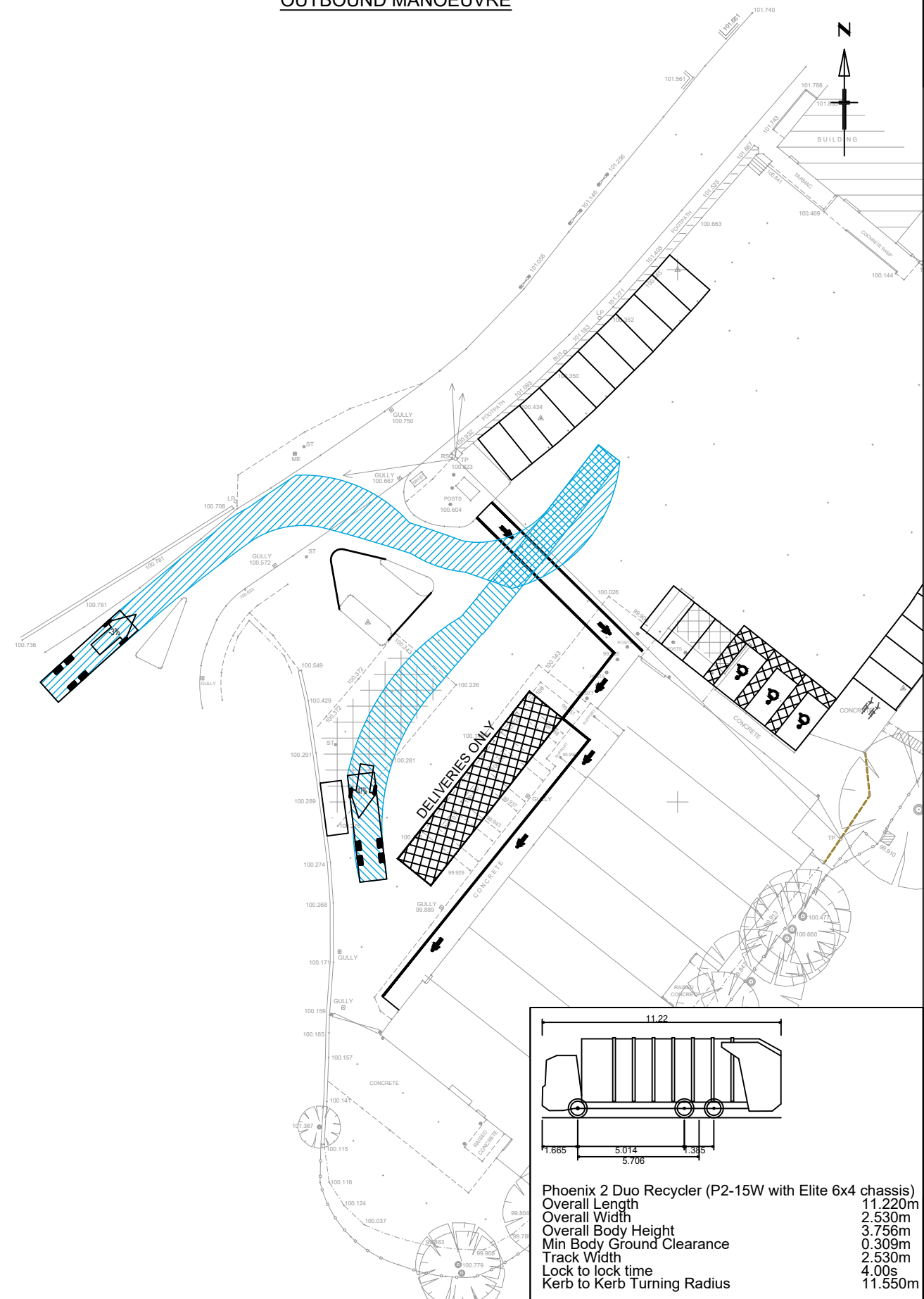
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PROPOSED SITE LAYOUT
SWEEP PATH ANALYSIS
FTA DESIGN 10M RIGID VEHICLE

date JULY 2023	drawn by T.A.S	checked by R.H.L
scale 1:500	status PLANNING	
drawing number 23078-TR004	rev.	

INBOUND MANOEUVRE



OUTBOUND MANOEUVRE



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title
PROPOSED SITE LAYOUT
SWEEP PATH ANALYSIS
REFUSE VEHICLE

date
JULY 2023

scale
1:500

drawing number
23078-TR005

status
PLANNING

drawn by
T.A.S

checked by
R.H.L

rev.