

Traffic Assessment Statement: Date:10/03/2023 Ref:P/2023/0008

Site Address: The Former Co-Op, Well Street, Cefn Mawr, Wrexham, Change of use from A1 (Retail) to Class B1 (Business) and B8 (Storage & Distribution)

Introduction:

Technical note (TN) in response to the email dated 08/03/2023 as attached Appendix 1 and in relation to the proposed change of use application as noted P/2023/0008 at The Former Co-Op, Well Street, Cefn Mawr, Wrexham, LL14 3YD.

The applicant has expressed a willingness to cooperate with the Chief Officer for Environment and Technical's request and thanks them for the communication. Further to this cooperation the applicant has expressed a spirit of compromise to allow this application for a change of use to move forward. Noting that it is not a redevelopment of the site but a betterment of the current situation.

The site has remained vacant for around 12 years the applicant is proposing to bring an eyesore building back into use and spending considerable sums to create an employment zone for local people. It has been expressed by the applicant that the financial viability is key to delivering this project for the community and any further delays will greatly impact the viability of the project.

Built Form:

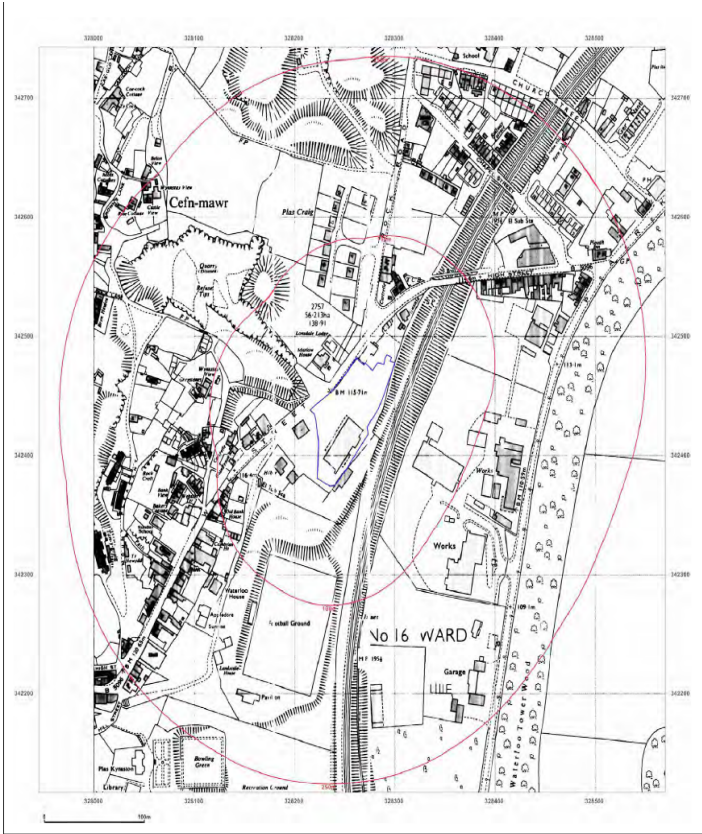
The proposed change of use relates to the existing building at circa 800m² and ancillary parking area. See Appendix 2 marked – 'location plan'.

Site location Access & Layout:

The applicant has expressed that they do not intend to alter or improve the existing access (save for maintenance reduction of existing shrubs). Also, the addition of a dropped kerb to the main pedestrian access across the entrance of the site, with improved markings to denote the access. The access will broadly remain unchanged as utilised since circa 1962 or 70 years – save for the dropped kerb and markings. If deemed necessary, a condition for improved access by way of a dropped kerb can be imposed in agreement with the applicant.

The visibility splays will remain as existing with a note that the adjacent access onto Well Street has a speed restriction of 20mph (easterly and westerly), with reduced speeds of vehicles leaving the ring junction or roundabout - easterly. It is also noted that the parking restrictions (double yellow lines) reduce the possibility for stationary obstacles impacting visibility.

The existing use class allows for the access of HGV vehicles without restriction - day/night or frequency are unconditioned at present. From initial enquiries and market analysis, the site will be predominantly B8 (storage.) It will be accessed by small LGV rigid vehicles and the largest expected is lorry-mounted crane vehicles. The applicant accepts that this could indeed be conditioned within the permission (i.e. restriction of larger vehicles accessing the site). Therefore, reducing the size of vehicles and with the Chief Officers' agreement, negating the requirement to provide both a visibility splay analysis and or swept path analysis. This will aid in the financial viability as expressed above and bring the redundant site back to use whilst considering highway safety.



Site Details:
 Co-op Store, Well Street, Cefn
 Mawr, Rhosymedre

Client Ref: 5576
Report Ref: CMAPS-CM-856614-5576-300120HIS
Grid Ref: 328258, 342430

Map Name: National Grid
Map date: 1962
Scale: 1:2,500
Printed at: 1:2,500



Surveyed N/A
 Revised N/A
 Edition N/A
 Copyright N/A
 Levelled N/A



Report Contents:

We have considered the traffic impact of this change of use on the local road network using a common sense approach and the speculative nature of the uses. A supermarket with a min of 10 HGV deliveries per week and hundreds of vehicle movements per day is significantly more than the proposed Business/Storage use which may see an estimated 40 movements per day. We have concluded that it is a significant net reduction in both the size of vehicles and volume of traffic on the road network, compared to its former retail use.

Pedestrian Accessibility:

Well Street has a single pedestrian walkway to the site frontage & this is similar to the wider area where intermittent footways are prevalent. The applicant will close the pedestrian access in the North West corner. The applicant is happy for any pedestrian walkways to be conditioned to contain dropped kerbs and designated widths/amendments for disabled access and safety as per the Inclusive Mobility best practice guide 2020 - superseding Inclusive Mobility 2002.

Parking & Cycle Accessibility:

- Cycle Provision.

Sustrans indicate in their 'Travel Behaviour Research Baseline Survey - 2004' under the subheading 'measuring the potential for change' that cycling offers an alternative to car travel, and particularly for trips of less than 6 kilometres. This research is supported by the 2014 National Travel Survey, which specified average journey lengths, by cycle, of 5.0km.

The majority of the local roads are urban in nature and the topography of the local area is generally gentle. consequently the local area is conducive to cycling.

Adequate provision will be made allowing for 6 cycle spaces, with suitable coverage and security by design. This is in line with the guidance of 1 space per 300sqm. The applicant is willing for this to be conditioned.

- Parking Provision.

The speculative nature of the development does not permit the full detailing of the parking provision. In anticipation of the ratification of the LDP. The most recent parking standards for Wrexham are understood to be outlined at Wrexham County Borough Council's 'Local Planning Guidance Notes No 16 - Parking Standards' adopted November 2001 (LPG 2001). This guidance allows B1 = 1 space per 30sqm of gross floor space. Or B8 1 car space per 100sqm That would allow a range of between 26.6 or 8 spaces at 800m² building and can be accommodated within the site as can be seen from the site plan. The applicant will provide a minimum of 28 spaces to include a min of 6 disabled spaces, this is in excess of the guidance details of which can be conditioned.

Bus Accessibility:

The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation specifies that new developments should be located within 400m of the nearest bus stop.

As indicated, there are eastbound and westbound bus stops located on Well Street c30m and c35m walk distance east of the site (measured from the broad centroid of the site), which are within IHT recommended walk distance. There is an additional eastbound bus stop located c35m west of the site. These bus stops are served by the number 2, 2c, bus route between Wrexham and Oswestry with an approximately twice hourly service during weekdays and Saturdays, with limited service on Sundays.

Summary:

This report provides for the change of use application as noted P/2023/0008.

- The applicant has expressed cooperation and willingness to work with the Council and provide in excess of the minimum standards. This could be by way of condition to allow the progression of the application in a timely manner, and to meet fiscal deadlines and allow for the viability of the scheme.
- The report has demonstrated the historical use of the site and use of its access for over 70 years without restriction or hindrance in the movement or size of vehicles.
- The report has demonstrated that the site is accessible by a choice of means of transport, including walking, cycling and public transport.
- The number of trips created by this development is negligible so the effect on local traffic and accidents is negligible, especially compared to the former retail use of the site.
- The proximity of the site to existing bus stops and the existing services ensures that bus travel to and from the proposed site is an alternative to the private car.
- The proposed public parking provision broadly exceeds standards and exceeds the minimum permitted.

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sharon Holman
Our Ref:	ET/DC/MM/P/2023/0008	Your Ref:	P/2023/0008
Date:	8 th March 2023		

The Cooperative, Well Street, Cefn Mawr, Wrexham
Change of Use of Building from Class A1 (Retail) to Class B1 (Business) and B8 (Storage & Distribution)

Further to your email / consultation dated 31/01/2023 in respect of the above, I comment as follows:-

The application submitted is for change of use of a building from Class A1 (Retail) to Class B1 (Business) and B8 (Storage & Distribution).

Design and Access Statement

The Design and Access Statement has been reviewed however it is noted that the information provided in the Design and Access Statement and associated drawings is limited.

The applicant should provide a Transport Statement (TS) with the information/further information on the following.

Site Access and Layout

The proposal uses the existing vehicular access from Well Street. Further information should be provided to show any improvements proposed for the existing site access.

Swept path analysis should be provided for the access junction and site manoeuvres, using the largest vehicle that is expected to access the site.

Visibility splays should also be provided and should comply with TAN18.

Traffic Generation

Although it is stated that trip generation is likely to be less than the Co-op which previously occupied the site, no information is provided regarding potential trip generation or distribution. This information is required in the TS.

Information regarding deliveries (LGVs and HGVs) should also be provided in the TS.

Parking

It is stated that the development will use existing parking provision although these numbers (total parking spaces, disabled, cycle spaces) have not been provided.

Wrexham County Borough Council's (WCBC's) parking standards state that for B1, 1 car space per 30sqm gross floor space is required as well as 1 cycle space per 300sqm gross floor space is required.

Appendix 1.

For B8, 1 car space per 100sqm gross floor space is required as well as 1 cycle space per 1000sqm gross floor space is required.

The TS should review and discuss the developments parking requirements.

Pedestrian Access

It is noted that there are footsteps accessing the site from the north-west corner on Well Street and there is also pedestrian access adjacent to the main vehicular access.

More information should be required regarding pedestrian access including any proposed improvements. For example, dropped kerbs over the main vehicular access to aide pedestrians crossing over the access.

Access by Public Transport

The TS should include a review of access by public transport.

Collision Review/Road Safety

The TS should include a review of any Personal Injury Collisions over the last five years in the vicinity of the site.

Conclusion

Further information is required to review this application. A Transport Statement should be provided and should include the above.



Chief Officer, Environment & Technical

Appendix 2.

