

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0024 **Your Ref:** SJG/P/2022/0024
Date: 17th January 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 340 505 Units 3 & 4, Border Retail Park, Wrexham.

Development: Erection of 4.8m fence and change of use of rear service yard to external garden centre.

I refer to your consultation / email dated 14/01/2022 in respect of the above.

Variation of condition 18 of Planning Permission P/2000/0118 to permit the use of 350m² for the sale of food and drink for consumption off the premises.

P-2021-1191

Access

The proposed development site is served off the Holt Road roundabout which provides access to the Border Retail Park, Tesco supermarket / petrol station and Wrexham Memorial Club. This roundabout including access road serving the proposed development site suffers from significant congestion during peak hours and particularly on the weekend. The existing roundabout including access road serving the proposed development site is already considered to be at full capacity and any additional development would lead to increased congestion in this area.

Parking & Turning Provision

In terms of parking provision at the development site, I comment as follows:-

The Border Retail Park currently accommodates a number of retail units including a Burger King drive-thru. It is not clear whether specific parking provision / spaces are allocated to specific units. However, it is assumed that the existing car park is used communally amongst the existing units.

I understand that the Border Retail Park currently provides approximately 257 spaces.

Planning application ref: P/2021/1191 was recently submitted at the site to allow part of Unit 3 to sell food off the premises. I understand that the proposal includes a change of use of 350m² gfa of existing Class A1 (non-food retail use) to Class A1 (food retail use) and an additional garden centre facility (454m² gfa) at the rear of unit 4 which I assume comes under Class A1 (non-food retail use). Based on LPGN 16 requirements, the proposed development would normally require a maximum of 30 additional spaces. I understand that no additional spaces are proposed for the development.

The current application appears to include new perimeter fencing and the proposed garden centre to the rear of Unit 4. The additional garden centre facility (now 421m² gfa) at the rear of unit 4 was previously assumed to come under Class A1 (non-food retail use). If considered in isolation, the proposed garden centre would potentially require a maximum of 21 spaces. I understand that no additional spaces are proposed for the development.

In order to confirm / justify that existing parking provision at the site is adequate to cater for the proposed development, it may be considered appropriate to request a car parking survey is carried out by the applicant during the busiest periods (ie/ Saturdays) to indicate what spare car parking capacity is available at the retail park. However, observations would suggest that there is typically adequate spare capacity within the existing car park.

It may be considered appropriate to request a commuted sum for any perceived shortfall in parking provision.

I understand that larger delivery vehicles ie/ HGVs will service the site from the rear of the site as existing which is considered acceptable.

Traffic Generation

I would not consider the proposed development to result in any significant increase in vehicle movements at the site given the sustainable nature of the site and the likelihood of a significant number of shared trips by customers already visiting the nearby retail units.

I therefore have no objections in principle to the proposed development on highway grounds.

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