

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning
FAO: Sharon Holman

Our Ref: EP/DC/P/2018/0968

Your Ref: P/2018/0968

Date: 4th December 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 504 Unit 1 and 2 Holt Street, Wrexham.

Development: Refurbishment of existing Class A1 Retail Unit including new shop front and customer lobby, plant enclosure, trolley bay and associated works and part change of use from Class D2 to Class A1.

I refer to your consultation dated 19/11/2018 in respect of the above.

Access

The development site is bounded by Holt Street (unclassified) to the north, Farndon Street (classified to the east, St Georges Crescent (classified) to the south and Market Street unclassified) to the west. All of these roads are subject to a 30mph speed limit.

The site is currently served by 2 access points. The main access is via Holt Street approximately 30m to the west of the A5152 roundabout. This access is for customer use only. The second point of access is via Market Street. This access is used by both customers and service vehicles.

I understand that it is not proposed to alter the existing access arrangements at the site.

Access off Holt Street

This access is 5m wide and separated into 2 lanes by a central splitter island. I would estimate typical vehicle speeds at being 30mph for vehicles approaching from the west and around 25mph for vehicles approaching from the east off the roundabout. Based on these speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m to the west and 2.4 x 33m to the east measured to the nearside edge of the adjoining highway.

Visibility from the existing / proposed access is adequate providing splays in excess of the above requirements.

Access off Market Street

This access is 6.1m wide and. I would estimate typical vehicle speeds at being 30mph for vehicles approaching from the north and around 25mph for vehicles approaching from the south off St. Georges Crescent. Based on these speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m to the north and 2.4 x 33m to the south measured to the nearside edge of the adjoining highway.

Visibility from the existing / proposed access is adequate providing splays in excess of the above requirements.

Parking and Turning Provision

I understand that no changes are proposed to the existing parking layout at the site. The car aprk provides a total of 140 no. spaces. Parking at the site is free of charge, however a 2 hour maximum stay is enforced.

A parking survey for the existing use ie/ gym and retail unit, was undertake on Friday 05/10/2018 between 15:00 – 19:00 and Saturday 06/10/2018 between 10:00 – 16:00. The maximum level of occupancy recorded were 106 spaces (76%) at 16:30 on Friday and 133 spaces (95%) at 14:30 on Saturday. This demonstrates that the car park is well used during peak periods. However, a number of spaces are typically occupied by shoppers visiting other retail units within the town who do not necessarily visit Home Bargains.

I understand that Home Bargains typically operate a 70% non-food retail element and 30% food / drink retail element in their stores. I understand that the proposed A1 retail unit will comprise a total of 3108m² gfa. Based on a 30 / 70 % split, LPGN 16 would normally require a maximum of 176 spaces. This represents a maximum proposed shortfall in parking provision of 20%. The proposed level of parking provision is considered acceptable given the sustainable location of the site.

I understand that the site was previously occupied by a large "Do It All" store (whole building – units 1 & 2), followed later by a Blockbuster Video Store and gym in the area referred to as unit 2. The site has previously been used for similar retail uses that would have attracted a significant parking demand and generated similar vehicle movements.

Servicing and Deliveries

Servicing currently takes place at the south western corner of the site. It is proposed to amend the existing 3 no. roller shutter doors and replace with a single goods-in door. The proposed servicing arrangements are considered acceptable.

Traffic Generation

I understand that the site was previously occupied by a large "Do It All" store (whole building – units 1 & 2), followed later by a Blockbuster Video Store and gym in the area referred to as unit 2. The site has previously been used for similar retail uses that would have attracted a significant parking demand and generated similar vehicle movements to the proposed development.

The applicant has submitted TRICs data in respect of non-food / food retail and gym uses comparing both existing and proposed occupation of the site. The submitted analysis indicates that the proposed development will result in a reduction in 8 trips during the weekday PM peak and an additional 32 trips during the Saturday peak hour.

It is considered that the net traffic impact identified will have no significant impact on the local highway network.

I therefore have no objections to the proposed development and recommend that any permission includes the following condition:-

CONDITION

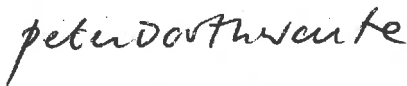
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GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.



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Planning Control Manager