

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: P/2017/0527 **Your Ref:** P/2017/0527
Date: 10 July 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 359 519 Land West of Wrexham Golf Club, Holt Road, Llanypwll, Wrexham.

Development: Outline application (with all matters reserved apart from access) for roadside services incorporating a petrol filling station with ancillary kiosk and associated car parking and works.

I refer to your revised consultation dated 25 April 2018 in respect of the above.

Access

The proposed development site is accessed via a minor arm off the A5156 / A534 Holt Rd roundabout which are both classified roads subject to the national speed limit. This existing access also provides access to the Wrexham Golf Club. The access road is single carriageway with an approximate width of 7.3m and footways on both sides of the carriageway.

Visibility from the existing access onto the Holt Road roundabout meets current highway standards.

The proposed internal access road and parking / turning areas will remain unadopted and will need to be managed in perpetuity by a private management company.

I would recommend that the existing 2.0m wide footway on the western side of the access road is extended into the development site. The developer will need to enter into an agreement with the Council under Section 38 / 278 of the Highways Act 1980 so that the new section of road and footway can be constructed and tied into the existing adopted highway (see note).

I understand that a one way system is proposed to access the site with all vehicles exiting via the access road running behind the petrol filling station / retail unit. Appropriate signage will be required to manage this arrangement. As the application is in outline only, this can be dealt with by an appropriately worded condition.

Visibility splays from the existing golf course junction on to proposed internal access road have not been demonstrated. I would recommend the provision of a visibility splay of 2.4 x 33m in the northerly direction measured to the nearside edge of the adjoining carriageway and a visibility splay of 2.4 x 25m measured to the centreline of the adjoining carriageway (to splitter island) in the southerly direction in accordance with Manual for Streets. As the application is in outline only, this can be dealt with by an appropriately worded condition.

No private surface water shall be permitted to flow from the development site onto the adjoining highway. Appropriate measures shall be taken to deal with any private surface water run-off.

Parking and Turning Provision

Based on class A1 use, the proposed Petrol Filling Station would normally require a maximum of 1 car space per 14m². Based on a gross floor area of 540m², a maximum of 39 spaces would be required. I understand that it is proposed to provide 55 spaces plus spaces at the pumps for this facility. A minimum of 10% of the total spaces shall be provided to mobility standards. It is considered that the proposed level of parking provision is acceptable.

Traffic Regulation Order

In order to avoid any issues of parking along the internal access road, I would recommend that the applicant funds a Traffic Regulation Order in the form of Double Yellow lines along both sides and for the full extent of the access road. This will incur a cost of £2000.

Swept Path Analysis

The submitted swept path details indicated on layout plan (Drg. No. 13136/SK12) appear satisfactory.

Street Lighting (Access Road & Car Park)

I assume that the proposed car park and access road will have an appropriate scheme of lighting. However, no details indicating the proposed lighting coverage / luminance contours for any proposed new columns have been submitted. It is important that no lighting spillage occurs onto the adjoining highway and appropriate measures are taken to prevent any spillage from occurring. As the application is in outline only, this can be dealt with by an appropriately worded condition.

I would recommend that the applicant liaises with our Street Lighting Section on this matter. Please contact Paul Rogers on Tel: 01978 729673.

Trip Generation

The applicant has assessed the trip generation on the basis that 90% of trips accessing the site would be vehicles already on the public highway in the vicinity of the site; and that only 10% of the trips will be new to the network. Given that there are a number of other petrol stations in Wrexham town centre (Asda, Tesco, Sainsburys etc), other independent Petrol stations at Holt Road and Chester Road I concur with applicants assessment that the vast majority of people travelling to the proposed petrol station will be traffic that it is already passing by or in close proximity to the site. It is considered highly unlikely that traffic will divert from the A483 by pass at Gresford roundabout to drive a 2.5 kilometre trip along Wrexham industrial estate link road when there is a petrol station on Chester Road only 350m off the A483.

Transport Assessment

Pedestrian / cyclist provision leading to the site is considered to be poor. I would therefore not wish to support any proposed development at this site that is likely to result in a significant increase in pedestrian movements. However, the potential increase in pedestrian movements as a result of the proposed development is likely to be minimal.

A traffic count was undertaken in November 2017 and the data has been used to review capacity modelling at the golf club roundabout. The latest software 'Junctions 9' was used to undertake the capacity assessment.

The assessment concluded the following:

The ratio of flow to capacity (RFC) is an indicator of junction performance at the design year.

In the AM peak period the A5156 link road is at practical theoretical capacity with a RFC of

0.913. The other arms of the roundabout are well within capacity.
The future growth figure predicted for 2022 increases the RFC to 0.959
The addition of the development traffic takes the RFC on the A5156 to 0.969.

It is clear from the analysis that the proposed PFS development has little impact on junction capacity at the roundabout.

Accident data

An accident analysis has not revealed any material personal injury accident problems on the highway network surrounding the site; there are no significant clusters or trends that could be considered to be a cause for a concern.

Service & Delivery Management Plan (SDMP)

I would recommend that a Service & Delivery Management Plan is provided which manages deliveries at the site to avoid impeding parking provision at peak times. I assume that deliveries to the proposed PFS / Retail Unit could be carried out prior to opening in the morning to avoid any conflict.

Construction Traffic Management Plan

I would recommend that the applicant submits a Construction Traffic Management Plan including provision for contractor parking for approval prior to commencement of works.

I recommend that any permission include the following conditions

CONDITIONS

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

ZJ45 SERVICE DELIVERY MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R

E06N

E07N No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: delete as appt*

- 1) Detailed layout, design, drainage and construction of the proposed new footway / carriageway,
- 2) Traffic Regulation Order
- 3) Visibility splays on new access road
- 4) Internal one way system around the development site
- 5) Scheme of street lighting

The scheme as is approved shall be fully implemented prior to first use of the development.

Notes to applicant

Public Footpath No.2 - Bieston passes through the development site. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.



 Service Manager Environment