

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0675

Your Ref: P/2018/0675

Date: 3rd September 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 506 Divisional Police Headquarters, Bodhyfryd, Wrexham.

Development: Erection of Class A1 Retail Store and Class A1/A3 Drive-Through Coffee Shop with Car Parking and Servicing Areas, Access, Landscaping and Associated Works including Re-location of Electricity Sub-Station, following demolition of Existing Buildings and Structures.

I refer to your consultation dated 16/08/2018 in respect of the above.

Existing Access

The proposed development site is located off the Asda / Bodhyfryd roundabout which is a busy, classified road subject to a 20mph speed limit.

The existing access serving the development site is 6.4m wide and provides visibility splays compliant with current DMRB (Design Manual for Roads and Bridges) standards. The existing access currently provides access to the Wrexham Police Station. I assume that the existing access already accommodates a significant number of daily vehicle movements.

There is an existing 2.9m wide footway fronting the development site along Bodhyfryd. Any proposed widening of the access must accommodate this existing facility.

Proposed Access

The submitted layout plan (Drg. No. AD110) indicates the widening of the existing access to approximately 11m. Any proposed modified access will need to comply with current DMRB (Design Manual for Roads and Bridges) standards.

Any proposed splitter island at the main access must be able to accommodate a mobility scooter / bicycle / pram. This may affect the swept paths of HGVs entering/ exiting the site.

As the proposed retail unit and drive thru takeaway will significantly increase vehicle movements through this access compared with the existing use, I would recommend that consideration is given to modifying the existing cycleway / footway arrangement ie/ so pedestrians / cyclists have to cross just inside the modified access at the narrowest point.

The applicant will be required to enter into a s.38 / 278 agreement with the Council in order to carry out any works in the highway to modify the access. **I would recommend that Stage 1 & Stage 2 Safety Audits are submitted for the proposed development prior to any proposed planning application to ensure that a suitable access can be provided off the existing roundabout.**

The applicant has indicated that a Stage 1 RSA will be commissioned. However, I would recommend that both Stage 1 & Stage 2 Safety Audits are submitted as part of any planning application. I await the requested information.

Swept Paths - HGVs

I understand that the proposed development will be serviced by 16.5m HGVs. The submitted swept path analysis details appear acceptable.

Layout

I would raise concerns regarding the internal access serving the drive-thru facility just inside the main access and the potential for vehicles queuing in the drive-thru lane backing up onto the main access and impacting on the adjoining highway.

I would recommend that this access is deleted and the additional access serving the drive-thru closest to the foodstore is used to access the drive-thru facility. This will inevitably impact on the submitted swept path movements of larger delivery vehicles and will potentially require the use of smaller delivery vehicles to service the drive-thru takeaway. This detail will need to be included in a suitable Service & Delivery Management Plan.

The applicant has indicated that safety through the site would worsen due to increasing passing traffic near the parent and child spaces. However, these spaces could easily be re-located to the front of the retail store. I await a revised layout plan including swept paths of HGVs indicating this modification.

The applicant has indicated that they are not prepared to delete the first internal access to the drive-through. As a compromise, it would seem reasonable to have an exit only at this point but appropriate "no entry" signs would be required to prevent vehicles stacking up on the way into the site. I await a revised layout plan indicating this modification including revised swept path details for servicing the drive-through.

Service & Delivery Management Plan (SDMP)

I would recommend that the applicant submits an appropriate SDMP which includes details stating that any delivery vehicles will service the site outside of normal opening hours, frequency of deliveries and how deliveries will be staggered.

The applicant has indicated that they will "try" to avoid deliveries during normal opening times.

Parking & Turning Provision

LPGN 16 requires a maximum of 1 car space per 14m² gfa (Class A1 Retail Use) for the proposed foodstore. Based on a gross floor area of 1325m², the proposed foodstore would require a maximum of 95 spaces. The submitted layout plan indicates the provision of 91 spaces for the proposed foodstore which is considered adequate. This equates to a shortfall in parking provision compared with maximum standards of approximately 4%.

LPGN 16 requires a maximum of 1 car space per 4m² public floor space (Class A3 Café / Takeaway Use) for the proposed drive-thru takeaway. Based on a floor area of 205m², the proposed foodstore would require a maximum of 51 spaces. **The submitted layout plan indicates the provision of 30 spaces for the proposed drive-thru takeaway which is considered inadequate.** This equates to a shortfall in parking provision compared with maximum standards of approximately 41%.

The applicant has now provided the actual net public floor space which is 123m² which would require a maximum of 31 spaces. A total of 30 spaces are proposed for the drive-through which equates to a maximum 3% shortfall in provision which is considered acceptable.

Some of the proposed parking spaces are only 4.7m deep and do not comply with LPGN 16 requirements.

The applicant has indicated that cars will be able to overhang the landscaping boundary which is not ideal. The proposed 4.7m long spaces will need to be amended to 4.8m in accordance with LPGN 16 requirements. I await a revised layout plan indicating this detail.

Pedestrian Access

Pedestrian Access to the site is generally adequate. However, I would raise concerns regarding the location of the internal pedestrian crossing facility nearest to the proposed access. The location of this facility may well result in vehicles entering the site, stacking back onto the adjoining highway whilst pedestrians cross which would be unacceptable. **I would recommend that this crossing facility is deleted.**

The submitted layout plan (Drg. No. AD 110) does not appear to propose the above crossing point which is acceptable. However, the layout plans included in the Transport Assessment do include this crossing point and it should be deleted. The applicant has indicated that this crossing point will remain which is unacceptable. I await further clarification on this issue and a suitable revised layout plan.

There is an existing pedestrian crossing point across the north western side of the Asda Roundabout. I would recommend that consideration is given to providing a pedestrian access point into the development site at this point which includes the re-location of the proposed internal crossing facility away from the main access.

The applicant has indicated a suitable pedestrian link in this location on layout plan (Drg. No. AD 110).

The submitted layout plan appears to indicate a pedestrian footpath link at the rear of the site leading towards Bodhyfryd (unclassified road). I would recommend that a suitable cycleway link is also provided from the site onto Bodhyfryd.

A planning application has recently been submitted in respect of the Magistrates Court (planning ref: P/2017/1045) which includes potential alterations to the rear access / footway off Bodhyfryd. Any proposed footway link at the rear of the retail store will need to tie into the existing / proposed footway on Bodhyfryd. Could you please ask the applicant to indicate this detail on a revised layout plan.

There is an existing footway / cycleway link at the rear of the site which leads to the subway under Bodhyfryd. I would recommend that a suitable pedestrian / cycleway link into the development site at this point.

The proposed footway link at the rear of the retail store which accesses onto the Magistrates Court access between the Memorial Hall and Magistrates Court will need to be deleted. **Please indicate this detail on a revised layout plan.**

All internal footway / cycleway links will need appropriate lighting. Please annotate on a revised layout plan.

Details of how the existing northern end of Bodhyfryd will be terminated ie/ with service strip / footway will need to be provided and will need to be included as part of any required s.38 / 278 agreement.

I request further details indicating how such footways / cycleways will link into the existing infrastructure.

Given the high volumes of traffic along Powell Road / Chester Road, a subway has been provided which facilitates pedestrian / cycle access under Powell Road which provides a safer route. I would recommend that the applicant provides a financial contribution of £3500 in order to upgrade the existing lighting within the subway.

Transport Assessment (TA)

I previously recommended the submission of a Transport Assessment which includes anticipated daily vehicle movements, peak hour movements from the proposed development and an ARCADY capacity analysis of the Chester Road / Bodhyfryd roundabout, Asda Roundabout and Holt Road / Tesco roundabout. However, the submitted TA only appears to include an analysis of the Asda Roundabout. **I await the requested information.**

The TA includes "Concluded Trip Type Proportions" in respect of new / pass-by trips for both the foodstore and drive-thru. It is stated that no new trips will be made in respect of the proposed drive-thru. I would not agree with this assessment as a new McDonalds outlet for example would inevitably attract a significant number of new trips.

It is considered that the proposed drive -thru coffee shop will inevitably attract new trips on this section of the highway network and some customers will make a specific trip to such a facility. Although, it is difficult to predict the likely number of new trips, I would suggest that a figure of 20% is used in order to provide a robust assessment of the highway network.

If the application is supported, I would recommend that the proposed drive-through coffee shop is restricted to A3 use - only as a coffee shop.

TRICs data (Retail Store)

The submitted data includes other Lidl retail units from Edge of Town Centre, Edge of Town and Neighborhood Centres. However, I would not consider Edge of Town and Neighborhood Centre locations to be comparable with the actual site. I would recommend that only Edge of Town Centre sites are included in any analysis.

TRICs data (Drive -Through)

The submitted TRICs data appears to include data from existing KFCs, McDonalds and Burger King outlets. Could you please ask the applicant to clarify why TRICs data from drive-through coffee shops has not been provided.

The submitted data includes Edge of Town Centre, Suburban Areas and Edge of Town locations. However, I would not consider Edge of Town and Suburban Area locations to be comparable with the actual site. I would recommend that only Edge of Town Centre sites are included in any analysis

A Traffic Survey appears to have been carried out by the applicant on Tuesday 20th March and Saturday 24th March.

We would normally require a traffic survey to include the following:-

- Minimum 7 day survey
- 12 hr Monitoring Period: 7am – 7pm
- Neutral Monitoring Periods, typically March, Sept / Oct, when traffic not influenced by Winter or School Holidays.
- Classification of vehicles ie/ cars, HGVs etc.
- Volume of traffic
- Speed of Traffic (85th percentile)

The TA includes maximum RFCs for the Asda Roundabout (Base 2023 + Development) of 0.47 during the Weekday PM Peak and queue lengths of up to 1 PCU. For the Saturday Peak, a maximum RFC of 0.48 and queue lengths of up to 1.0 PCU are indicated. These queue lengths seem to be particularly low.

I would recommend that a revised traffic survey is carried out over a 12 hour monitoring period / minimum 7 day survey and an Arcady analysis carried out on all 3 roundabouts as detailed above. These assessment will need to include the effects of the development during the weekday am & pm peak hours and the Saturday peak hour. Any assessments would need to include baseline traffic plus Development plus 15 years growth.

The submitted Transport Assessment - Clause 6.5 Table 4 does not include Weekday PM and Saturday Peak observed trip rates ?

Accident Review

I would recommend that the applicant reviews the personal injury accidents for the last 5 years in the vicinity of the site including the Chester Road / Bodhyfryd roundabout, Asda Roundabout and Holt Road / Tesco roundabout. **I await the requested information.**

Car Park Lighting

I assume that the proposed car park will have an appropriate scheme of lighting. It is important that no lighting spillage occurs onto the adjoining highway and appropriate measures are taken to prevent any spillage from occurring. **Could you please ask the applicant to submit appropriate lighting details for further approval.**

Any proposed modifications to existing highway lighting columns will require approval from our Street Lighting Section.

I would recommend that the applicant liaises with our Street Lighting Section on this matter. Please contact Paul Rogers on Tel: 01978 729673 or Rob Lee on Tel: 01978 729690.

Construction Traffic Management Plan

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.

I would recommend that the applicant liaises with our Traffic Section (contact Darren Green on Tel: 01978 729643) to discuss any required traffic management measures.

Scheme for Surface Water Drainage

A scheme of surface water drainage will need to be submitted for approval. I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt (Tel: 01978 729734) to discuss.

I await the requested information.

Peter Dartnall

P Planning Control Manager