

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0357 **Your Ref:** SEH/P/2018/0357
Date: 15th August 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 326 514 The Plas Coch, Plas Coch Retail Park, Plas Coch, Wrexham.

Development: Erection of proposed visitor accommodation (24 bed lodge) with associated car parking and landscaping.

I refer to your consultation / emails dated 03/08/2018 and 14/08/2018 including revised Construction Traffic Management Plan, Delivery Management Plan and Car Park Management Plan in respect of the above.

Access

The development site is located on Plas Coch Retail Park off Plas Coch Road. The development site accesses onto an unclassified road subject to a 30mph speed limit. Although vehicles may be travelling up to 30mph approaching the existing access from the north, I would estimate typical speeds at being around 25mph for vehicles approaching from the south given the proximity to the junction / roundabout.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in the northerly direction measured to the nearside edge of the adjoining highway and 2.4 x 33m in the in the southerly direction measured to the centerline of the adjoining highway in accordance with TAN 18 / Manual for Streets. Visibility can be permitted to the centerline of the adjoining highway in the southerly direction given the location of the splitter island and right hand turning lane along this section.

Visibility from the existing / proposed access is adequate providing a splay in excess of 2.4 x 43m in the northerly direction measured to the nearside edge and in excess of 2.4 x 33m in the southerly direction measured to the centerline of the adjoining highway.

The existing / proposed access is served by a right hand turning lane which can accommodate around 2 – 3 cars.

The existing / proposed access is approximately 6.1m wide and will be maintained at this width to serve the proposed development.

Traffic Generation

The proposed development site is located on the Plas Coch Retail Park off Plas Coch Road. The existing road network leading to / serving the retail park already suffers from capacity issues during weekday peak times and at the weekend when significant queuing / delays are experienced.

The existing A483 / A541 junction, Plas Coch roundabout(s) and New Road / Stansty Road junction suffer from capacity issues and would not benefit from any significant increase in vehicle movements.

I would therefore normally not be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this access. The submitted TRICs information indicates that the proposed hotel is likely to generate around 7 two-way movements in the AM peak (weekday), 6 two-way movements in the PM peak (weekday) and 12 two-way movements in the Saturday peak period. Based on this information, the proposed hotel / lodge is considered unlikely to have any significant impact on the existing highway network in this location.

Parking Provision

The proposed car parking arrangements include a total of 95 spaces.

The existing public house car park provides 80 spaces. LPGN 16 requires a maximum of 1 space per 4m² public floor space. Details of the net public floor space of the existing public house have not been provided. I understand that the existing car park often reaches full capacity particularly on match days (Wrexham FC) where fans park in the pub car park. I understand that there are no control measures currently in place to address this issue.

Based on the above concerns, the applicant has submitted details of a Car Parking Occupancy Survey which was carried out on Friday 16/03/2018, Saturday 17/03/2018 and Sunday 18/03/2018. This survey indicated peak parking demands of 43, 47 and 44 respectively. A survey was also conducted on Saturday 24/02/2018 when Wrexham FC were playing at home. This survey indicated a peak demand of 77 cars. However, it is recognized that no formal procedures are in place at present to discourage match day parking in the Plas Coch PH car park.

The applicant has indicated that if 24 spaces are allocated to the hotel / lodge (as required by C1 Use - LPGN 16 guidance) then 71 spaces will be available for the patrons of the Plas Coch. I would recommend that a **Car Parking Management Plan** is submitted for further approval which includes details of how non-patrons will be discouraged from using the public house car park.

Providing that the car park is managed effectively, the proposed number of parking spaces ie/ 95 is likely to be adequate to serve the proposed development site including existing public house.

Car Parking Management Plan

No specific details of how parking will be controlled on match days has been included in the revised Car Parking Management Plan. It has previously been acknowledged that there are parking issues on match days.

I would recommend that a statement is included such as "the manager shall ensure that the use of the car park is regularly monitored during match days and any non-patrons are turned away to maximize the parking provision at the site".

The revised Car Parking Management Plan states that there is an existing gate at the site entrance which can be used (opened / closed) at the manager's discretion should parking become an issue. I would not be able to support this arrangement on highway safety grounds and would recommend any gates are removed from the existing / proposed access. I would recommend that the above reference to the gates being opened and closed is removed.

Service and Delivery Management Plan (SDMP)

The applicant has submitted swept path details of both a 12m rigid HGV (eg/ dray wagon / refuse wagon) and a 16.5m articulated HGV.

Although the turning arrangements are within the main internal access to the public house car park and is not ideal, this could be managed by limiting deliveries / servicing to only one vehicle on site at any one time and taking place before 12:00 mid-day each day.

I previously recommended the submission of a SDMP which includes the following details:-

- That all deliveries / service vehicles will arrive / leave the site before 12:00 mid-day
- Only one delivery vehicle / service vehicle being permitted on site at any one time.
- Statement that no vehicles associated with the facility shall park on the highway whilst visiting or waiting to access the site.

The revised SDMP received on 14/08/2018 does not include all of the above detail.

The revised SDMP states that "whenever possible deliveries are arranged at times when the pub is least busy and ideally between 7am and 11:30am and 4:30pm and 5:30pm. In some circumstances deliveries do presently occur outside of these times".

The email dated 10/08/2018 from Mackay Planning indicates that Marston's cannot agree to all deliveries/service vehicles arriving/leaving the site before 12.00 mid-day.

Could you please ask the applicant to correct the above detail which leaves any deliveries open ended as previously requested.

Construction and Traffic Management Plan -CTMP (including provision for contractor parking)

The submitted CTMP is considered acceptable in principle.

I would recommend that the applicant contacts Darren Green (Traffic / Streetworks Section) on Tel: 01978 729643 to discuss / agree precise details of proposed signage and signage locations.

Scheme for Surface Water drainage of the site.

I assume that these details will be assessed / approved by our Flood Management Officer – Neil Taunt.

Providing the above issues can be addressed, I would have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

ZJ19 VISIBILITY SPLAYS (NEAR SIDE AND CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres to the north measured to the near side edge of the adjoining highway and 2.4 metres x 33 metres to the south measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD NO GATES

033R There shall be no gates or other means of enclosure across the vehicular access point.

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.

NONSTD SERVICE DELIVERY MANAGEMENT PLAN

026R No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles and staff / visitors has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.

NONSTD CAR PARKING MANAGEMENT PLAN

026R No part of the development shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

NONSTD NO LIGHT SOURCE VISIBLE TO DRIVERS

026R No light source at the development site shall cause any glare or distraction to drivers on the adjoining highway.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Oomwente

PM Planning Control Manager