

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment & Planning

Our Ref: P/2018/0463 **Your Ref:** P/2018/0463

Date: 14 August 2018

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2808 5144 Cooperative Group Ltd, High Street, Coedpoeth
Development: Demolition of existing petrol filling station and adjacent residential property and construction of a petrol filling station, convenience store and associated car parking

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

The proposed development site is located on the A525 Ruthin Road which is a busy, classified road subject to a 30mph speed limit along this section.

Access

Vehicular access to the site is currently taken off High Street via two separate access locations. It is intended to use the same access arrangement for the proposed development.

Accident analysis in the location of the accesses shows only one recorded accident within 100m of the site in the last five years. There is therefore no reason to assume that may be a road safety issue as a result of the development proposals.

Parking Provision

There are currently 8 parking spaces provided within the forecourt area of the existing 302 sq.m shop floor space. LPGN 16 recommends a maximum provision of 1 per 14 square metres which would equate to 22 spaces.

The current level of parking equates to 1 space 37.75 sq.m of internal floor space.

There are 13 spaces proposed for the new development of 478 sq.m. LPGN 16 recommends a maximum provision of 34 spaces.

The proposed level of parking equates to 1 space per 34 sq.m of internal floor space.

It is clear that there is a significant shortfall in parking provision proposed for the new development in comparison to the maximum standards of LPGN 16. However the proposed number of spaces is actually at a higher ratio per sq. metre than the existing shop.

It is also noted that the existing parking spaces struggle to cope at times with the demand and that this development could potentially enhance parking provision at the site.

In the last 5 years the Council has lost 3 appeals on parking grounds on similar convenience stores developments. In each case the Welsh government inspector has taken the view that national planning policy seeks to reduce the dependence on the private motor car and where people are able to walk, cycle or travel by public transport that maximum parking standards can be significantly reduced.

If this application was refused on parking grounds it is highly unlikely that the council would be successful at appeal.

Deliveries / Servicing

The existing site is quite restricted in space for its dual uses of petrol filling station and convenience store. Servicing vehicles are forced to reverse within the highway just to gain an adequate position to deliver to the site.

The submitted swept path analysis demonstrates that the proposed forecourt layout permits delivery vehicles, for both the store and the petrol station, to enter and leave the site in a forward direction with no need to reverse on the very busy A525 highway.

A delivery management plan should be conditioned to ensure that the timing of deliveries does not conflict with peak hours of customer use.

Traffic Generation

Although the development will see a net increase in internal floor space at the shop, it is unlikely to generate a significant amount of new traffic in to the vicinity of the site. Most trips will be made up of pass by or linked trips which are not new to the network. A capacity assessment shows that the site access junction on to the A525 will operate well within capacity.

In conclusion there is no justifiable highway reason to refuse this application.

I recommend that any permission include the following conditions:

CONDITIONS

ZJ01 EXISTING ACCESS TO BE CLOSED (AFALLON)

026R

E03N

The existing vehicular access to Afallon as shown on approved plan no. @@@ shall be permanently closed up prior to first use of any part of the development in accordance with a specification of works which has been submitted to and approved in writing by the Local Planning Authority.

ZJ14 FOOTWAY REINSTATEMENT (AFALLON)

026R

E03N

Prior to first use of the development, the highway fronting the existing vehicular access to be closed as part of this application shall be re-instated to full height footway in accordance with construction details which have been submitted to and approved in writing by the Local Planning Authority.

- ZJ21 038R** **MAXIMISING VISIBILITY**
Nothing shall be planted, allowed to grow or erected to a height greater than 1 metre in height above the level of the nearside edge of the adjoining highway for a distance of 2.4 metres measured back from the adjoining highway along the entire site frontage. The splays shall be provided prior to first use of the development and shall thereafter be permanently retained clear of any such obstruction.
- ZJ22 035R** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.
- ZJ45 026R** **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.
- ZJ46 026R** **NO PRIVATE SURFACE WATER RUN OFF**
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.
- NONSTDC 026R** **SERVICE AND DELIVERY MANAGEMENT PLAN**
No development shall take place until a Service and Delivery Management Plan (SDMP) for both the proposed retail store and the petrol filling station, to include (but not be limited to) the details of the timing and frequency of deliveries, the type of delivery vehicle to be use, delivery vehicle movements (incorporating staggered deliveries) and the management of car parking to facilitate the maneuvering of delivery vehicles has been submitted to and approved in writing by the Local Planning Authority. The SDMP shall be implemented in accordance with the approved details.

NOTES

E03N **WORKS WITHIN THE HIGHWAY**
The separate written consent of the Local Highway Authority must be obtained before any work is carried out within the confines of the highway.

NONSTDC **FOOTWAY LICENCE**
A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to raise the kerbline and reinstate the footpath at the old access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729696.



