

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0540 **Your Ref:** MP/P/2016/0540
Date: 20th June 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 278 518 Five Crosses Inn, Ruthin Road, Bwlchgwyn, Wrexham.

Development: Erection of Class A1 (retail) convenience store with associated car parking, access arrangements, landscaping and ATM machine.

I refer to your consultation dated 14/06/2016 and layout plan (Drg.no. T29-0312 Rev A) 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.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Existing Access

The existing access serving the public house is 4.8m wide and provides visibility splays in excess of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway.

Proposed Access

The proposed access indicated on layout plan - **Drg. No. T29-0312 Rev A** appears to be approximately 7.2m wide with 6m kerb radii. Appropriate dropped kerb crossing points with minimum 1200 x 1200mm tactile paving (400mm concrete units) in line with the back of the footway will be required across the proposed access.

Existing Parking Provision

There are currently 34 parking spaces provided within the public house car park. I understand that the existing public house has a public floor space of 78.6m². Based on A3 Use – LPGN 16 would require a maximum of 1 space per 4m² public floor space. This would equate to a maximum requirement of 20 spaces.

I understand that there is an existing re-cycling facility based within the pub car park which is currently serviced by the WCBC Refuse Section. I understand that this facility will be removed if the application is supported.

Proposed Parking Provision

It is proposed to reduce the number of parking spaces at the site (currently serving the public house) from 34 to 20 no. spaces to serve both the existing public house and proposed retail unit.

The proposed convenience store has a gross floor area of 325m². Based on A1 Shop Use, LPGN 16 would normally require 1 car space per 14m² GFA equating to the requirement of a maximum of 23 spaces. However, only 9 out of the 20 no. spaces are proposed for use by the retail unit.

I understand that up to 20 no. staff will be employed at the proposed retail unit. It is assumed that a proportion of these staff will own cars and will park within the proposed car park which will leave less than 9 spaces available for customers visiting the site (retail unit).

Based on previous information provided at a similar application site (ie/ planning ref: P/2014/0868 – Kingsmill Hotel, Kingsmills Road, Wrexham), it is suggested that 3 of the 20 no. proposed staff would travel by car and require a parking space. Based on this assumption, only 6 no. spaces would be available for customers visiting the retail unit at the Five Crosses site which is considered unacceptable.

The applicant has included a parking survey relating to available on-street parking capacity along Bryn Hyfryd, Gwernygaseg Road, first 65m of Nant Lais, Ruthin Road & Talwrn Road. It is suggested that 115 parking spaces could be accommodated along these roads making parking provision acceptable at the development site in the context of the availability of these on-street parking spaces.

The submitted Transport Statement also includes a survey of parking demand over 3 selected days within the public house car park. It is reported that a maximum of 7 cars were parked in the existing car park at any one time during the survey. I assume that at least 2 cars associated with staff working at the pub will be parked within the car park leaving only 9 parking spaces for customers visiting the pub. There would also appear to be limited parking for one vehicle to the side of the public house off Gwernygaseg Road.

There are currently 34 parking spaces provided within the public house car park. I understand that the existing public house has a public floor space of 78.6m². Based on A3 Use – LPGN 16 would require a maximum of 1 space per 4m² public floor space. This would equate to a maximum requirement of 20 spaces.

It is unclear from the submitted information as to whether the public house is utilized on occasion for any functions that may attract additional customers ie/ parties, christenings, watching of live football matches etc, which are likely to result in an increased parking demand at the premises.

The submitted Transport Statement also includes a parking survey conducted at the Co-operative Store @ 50 Wrexham Road, Rhostyllen. This store is located on a busy, classified road where the main road and side roads in close proximity to the shop are protected with double yellow lines. The shop has a gross floor area of approximately of 279m². Based on A1 Shop Use, LPGN 16 would normally require 1 car space per 15m² GFA equating to the requirement of a maximum of 19 spaces. This unit appears to have 8 no. parking spaces. I understand that the maximum recorded parking demand during the survey was 9 no. cars. However, having spoken with our Parking Enforcement Section, I understand that several requests have been made for our officers to observe this site due to complaints of indiscriminate parking in this area by customers visiting the shop. This would appear to suggest that the existing car park has insufficient capacity for customers.

Any proposed development would be expected to provide adequate parking provision within the curtilage of the site. The reliance on customers parking along the existing streets would be considered unacceptable particularly given the busy crossroads arrangement in this location. The proposed retail unit will include an ATM facility which is located in close proximity to the adjoining highway. I assume that anybody visiting the site to use this facility may well park directly outside the premises on Ruthin Road rather than park within the car park particularly if it is full. Any on-street

parking in this location in close proximity to the existing crossroads would be incompatible with through traffic interests and a potential source of danger to road users.

In summary, the overall development (ie/ public house and retail unit) would normally require a maximum of 43 spaces. However, only 21 spaces are proposed which represents a 51% shortfall in parking provision compared with maximum standards. The proposed level of parking provision at the development site is considered to be inadequate.

Turning Provision

The submitted Transport Statement includes the swept path details of a 10m long (HGV) delivery vehicle. It is assumed that a dray wagon also services the public house via the existing car park which is of a similar size plus smaller vans for food supplies.

If such a vehicle parks behind the existing spaces it is unlikely to park right up against these spaces but would typically leave a gap. Based on this assumption, there would be less than 6m available behind the adjacent parking spaces which would restrict their use.

If such a vehicle arrives / parks within the car park to service the retail unit, it would appear that at least 9 spaces are blocked / lost whilst the deliveries take place. I understand that dwell times are around 30 - 40 minutes, with 1 - 2 deliveries occurring per day. The overall car park is then only capable of accommodating 11 cars during this period. This would mean that no allocated spaces were available for the retail unit whilst the deliveries take place.

If a dray wagon arrives / parks within the car park to service the public house, it would also appear that at least 9 spaces are blocked / lost whilst the deliveries take place, with 1 delivery occurring per week. I understand that dwell times are around 30 minutes. The overall car park is then only capable of accommodating 11 cars during this period (or 2 spaces actually allocated to the public house).

If both delivery truck and dray wagon arrive together and park within the proposed car park, then only a maximum of 2 parking spaces for cars would be available in the overall car park for a given time. However, I assume that this scenario could be avoided / managed by a suitable Service & Delivery Management Plan. However, the loss of approximately half of the proposed car parking spaces during deliveries is of concern and may well result in customers parking along the adjoining highway. If the proposed development is to be supported then I would recommend that any submitted Service & Delivery Management Plan includes a specific requirement ie/ delivery vehicles to both the public house and food store will be staggered and only one delivery vehicle will be permitted on site at any one time.

Swept path analysis plans showing a 9m long refuse wagon have been included in the Transport Statement. As the proposed vehicle is smaller than that used by The Council, waste collection at the site will need to be managed privately.

Travel Plan

If the application was to be supported then I would recommend that a Final Travel Plan is submitted after 6 months of the first use of the development.

Service & Delivery Management Plan

If the application was to be supported then I would recommend that the applicant submits a Service & Delivery Management Plan detailing how and when deliveries will take place minimizing disruption to parking / access arrangements within the site. However, I assume that deliveries will only be permitted in normal working hours due to the nearby residential properties. Assuming this to be the case, then it is likely that conflict will occur between delivery vehicles and cars wishing to utilize the car park.

Recycling / Refuse Collection

I understand that both the proposed retail store and public house would be serviced by a private refuse management company using appropriately sized vehicles which could turn within the car park and exit in a forward gear.

Highway / Pedestrian Improvements

The proposed highway improvements indicated on the submitted layout plan (Drg. No. **14015-T29-010 Rev I - Dated June 2016**) are considered acceptable. The applicant will need to enter into a s.278 agreement with the Council in order to deliver the proposed improvements (see note).

Please note that the existing lighting column located on the kerb radius of the proposed car park access will need to be re-located to a more suitable position ie/ at least 1m away from the kerb edge.

Swept Path Analysis

The submitted swept path plans are considered acceptable.

Traffic Regulation Order

In order to deter indiscriminate on-street parking along this section of Ruthin Road and nearby junctions, I would recommend that the applicant funds a TRO to implement double yellow lines including "no waiting / no loading". Such an order will need to cover both sides of Ruthin Road, the Gwernygaseg Road / Ruthin Road junction and the Minera Hall Road / Ruthin Road junction. The applicant will need to liaise with our Traffic Section (contact Darren Green) on Tel: 01978 729643 to implement the required TRO.

I would therefore recommend that the application be **REFUSED** for the following reasons:-

1. **The proposed development does not make adequate provision for the parking of vehicles clear of the adjoining carriageway.**

Peter Downward

My Service Manager Environment