

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0155 **Your Ref:** MP/P/2020/0155
Date: 13th July 2020

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

Location: O. S Grid Ref: 331 553 Royal British Legion, Wats Dyke, Llay, Wrexham.
Development: Erection of Class A1 Retail Unit (Convenience Store) with Access and Parking.

I refer to your consultation dated 11/03/2020 and email dated 08/07/2020 in respect of the above.

Access

The proposed development site is located off Llay New Road which is a classified road subject to a 30mph speed limit. I understand that planning consent has previously been granted for the proposed access under planning permission ref: P/2018/0933.

The proposed access will require submission of construction details for both the new access and modifications to the existing cycleway / footway running along the site frontage. The applicant will need to enter into a s.278 agreement with the Council to construct the proposed access.

Layout Plan (Drg. No. 0118(P)123 Rev C)

The proposed modifications to the existing cycleway / footway along the site frontage will need to replicate those at the Wats Dyke / Llay New Road junction.

Parking & Turning Provision

I understand that the proposed retail unit comprises 355m² gfa for which LPGN 16 would normally require a maximum of 1 car space per 14m² gfa equating to a maximum requirement of 25 parking spaces. The submitted layout plan indicates the provision of 15 spaces which represents 60% provision compared with maximum standards. Given the sustainable location of the site and previous appeal decisions for similar sites (eg/ Red Lion, Marford), the proposed level of parking provision would be considered acceptable.

Swept Paths – Drg. No. 4472-ATR-001 Rev A

The submitted plan indicates an 8.39m HGV entering / exiting the site.
The swept path details indicate encroachment over the centreline of the access which is not ideal. However, I understand that such deliveries will avoid peak times to minimize any vehicle conflict. which can be controlled by a suitable Service and Delivery Management Plan (SDMP).

Refuse vehicle swept paths indicate movements of a 9.93m long vehicle. However, I understand that such vehicles will not visit the site as delivery vehicles will dispose of any waste produced at the site. I assume this can be controlled by a suitable Service and Delivery Management Plan (SDMP).

Service and Delivery Management Plan (SDMP)

Technical Note 1 (dated 10 June 2020) includes a Draft SDMP which is considered acceptable in principle. A final SDMP will be required for approval once the end user is known prior to occupation.

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

I would recommend a condition is included requiring a Construction Traffic Management Plan (CTMP) including provision for contractor parking.

I therefore have no objections to the proposed development and recommend any permission includes 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) Nos. @@@

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

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

NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out / marked with white lining materials, 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.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction of
E06N the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, lighting, drainage and construction of the proposed new access and footways,*
- 2) *Detailed layout, signage, design, lighting, drainage and construction of the modified cycleway / footway along Llay New Road.*

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

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 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.

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.

Notes to Applicant

- *Section 278 Works*

The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

Supplementary Notes

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



Chief Officer, Environment & Technical