

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2018/0675 **Your Ref:** P/2018/0675
Date: 28th August 2019

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 / email dated 22/08/2019 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 revised layout plan (Drg. No. AD110_Rev G) 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.

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 previously recommended that Stage 1 & Stage 2 Safety Audits are submitted for the proposed development to ensure that a suitable access can be provided off the existing roundabout. A Stage 3 Safety Audit will also be required upon completion of the scheme.**

Stage 1 Safety Audit

The submitted Safety Audit raised 5 no. potential issues as follows:-

Problem 1

The new road layout and site access may lead to ponding water resulting in loss of control type collisions.

Recommendation: Provide appropriate drainage at all locations where changes to the road and new carriageway are proposed.

The above issue will be dealt with as part of the s.38 / 278 submission.

Problem 2

Vehicles queuing for the drive-through may block the main access resulting in increased risk of shunt type collisions.

Recommendation: Consider moving the collection point to a position that allows additional storage for the drive-through and provides a minimum of 40m storage. Also consider the road markings where appropriate.

The revised layout plan (Drg. No. AD110_Rev G) has addressed this issue. **However, details of appropriate signage eg/ No Entry on exit to drive-through near internal junction will need to be provided. I would recommend that this detail is indicated on a revised layout plan.**

Problem 3

Inappropriate NMU (Non-motorised users) facilities could lead to NMU/ Vehicle collisions and an increased risk of slips / trips and falls.

Recommendation: Ensure that appropriate dropped crossing points are provided in accordance with Guidance of The use of Tactile Paving Services (DfT).

The above issue will be dealt with as part of the s.38 / 278 submission.

Problem 4

Inappropriate NMU (Non-motorised users) facilities could lead to NMU/ Vehicle collisions and confusion to partially sighted NMUs.

Recommendation: Ensure that appropriate tactile paving is provided in accordance with Guidance of The use of Tactile Paving Services (DfT).

The above issue will be dealt with as part of the s.38 / 278 submission.

Problem 5

Inappropriate levels of lighting throughout the site can lead to an increased collision risk.

Recommendation: Ensure that suitable lighting provision is provided.

The above issue will be dealt with as part of the s.38 / 278 submission.

Swept Paths - HGVs

I understand that the proposed development will be serviced by 16.5m HGVs. The previously submitted swept path analysis details for delivery vehicles servicing the supermarket and drive-through facility appear acceptable.

Layout

The proposed internal layout indicated on the revised layout plan (Drg. No. AD110_Rev G) is considered acceptable in principle. However, the applicant has indicated a number of pedestrian links into the development site. I would recommend that the applicant provides minimum 3m wide shared footway / cycleway links at appropriate points around the perimeter of the site ie/ the link at the western side of the proposed retail unit and the link at the southern side of the site onto Bodhyfryd (cul de sac). **Could you please ask the applicant to indicate / annotate this detail on a revised layout plan.**

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.

Parking & Turning Provision (Drg. No. AD110_Rev G)

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 1861m², the proposed foodstore would require a maximum of 133 spaces.

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 net public floor space of 123m², the proposed drive-thru would require a maximum of 31 spaces.

The proposed foodstore and drive-thru facility would normally require a maximum of 164 spaces. The revised layout plan indicates the provision of 123 spaces for the proposed drive-thru takeaway and the proposed foodstore which represents a shortfall in parking provision of 25% compared with maximum LPGN 16 requirements. However, the proposed level of parking provision is considered acceptable given the sustainable location of the site.

Pedestrian Access

The applicant has indicated a number of pedestrian links into the development site on revised layout plan(Drg. No. AD 110 Rev G).

However, I would recommend that the applicant provides minimum 3m wide shared footway / cycleway links at appropriate points around the perimeter of the site ie/ the link at the western side of the proposed retail unit and the link at the southern side of the site onto Bodhyfryd (cul de sac).

Could you please ask the applicant to indicate / annotate this detail on a revised layout plan.

*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.***

All internal footway / cycleway links will need appropriate lighting. This can be delivered through an appropriate planning condition.

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)

The applicant has submitted a Transport Assessment and Technical Note (Dated 19/12/2018).

The anticipated vehicle movements generated by the proposed supermarket and drive-through coffee shop are not considered likely to have any significant detrimental impact on the local highway network.

However, 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.

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. **The applicant will be required 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.

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.

A handwritten signature in black ink, appearing to read 'P.A. F.' followed by a stylized flourish.

^{PP} Chief Officer, Environment & Technical