

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: P/2018/1081 **Your Ref:** P/2018/1081
Date: 13th March 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 359 519 Land West of Wrexham Golf Club, Holt Road, Llanypwll, Wrexham.

Development: Submission of Reserved Matters pursuant to Outline Planning Permission P/2017/0527 – Layout, Scale, Appearance, Landscaping for Roadside Services incorporating a Petrol Filling Station with Ancillary Kiosk and Associated Car Parking and Works.

I refer to the email dated 13/03/2019 from Matthew Gray (Asbri Planning) in respect of the above (ie/ in respect of Planning Condition 15).

Access

The proposed development site is accessed via a minor arm off the A5156 / A534 Holt Rd roundabout which are both classified roads subject to the national speed limit. This existing access also provides access to the Wrexham Golf Club. The access road is single carriageway with an approximate width of 7.3m and footways on both sides of the carriageway.

Visibility from the existing access onto the Holt Road roundabout meets current highway standards.

The proposed internal access road and parking / turning areas will remain unadopted and will need to be managed in perpetuity by a private management company.

I would recommend that the existing 2.0m wide footway on the western side of the access road is extended into the development site to provide a continuous footway link to the proposed kiosk/ retail unit in the interest of pedestrian safety. The developer will need to enter into an agreement with the Council under Section 38 / 278 of the Highways Act 1980 so that the new section of road and footway can be constructed and tied into the existing adopted highway (see note). The submitted Plan (Drg. No. 181161-PL-04g – PFS Site Plan) indicates the proposed 2m wide footway just outside the main access extending into the site which is considered acceptable. The submitted plan indicates a localized widening of this footway outside the main access to incorporate the existing service covers which is acceptable.

I understand that a one way system is proposed to access the site with all vehicles exiting via the access road running behind the petrol filling station / retail unit. Appropriate signage will be required to manage this arrangement. The submitted layout plan (Drg. No. 181161-PL-04g) indicates directional arrows and no-entry signs for the one –way system which is acceptable. **Ideally, the developer should ensure that any proposed signage within the site is Welsh over English.**

I would recommend that the applicant liaises with our Welsh Language Coordinator – Stephen Jones on Tel: 01978 297180) on this matter.

The swept path movements of a 16.5m long HGV accessing, maneuvering and exiting the site have been satisfactorily demonstrated on Tracking Layout Plan (Drg. No. 181161-PL08 Rev C).

I previously recommended the provision of a visibility splay from the existing golf course junction on to proposed internal access road of 2.4 x 33m in the northerly direction measured to the nearside edge of the adjoining carriageway and a visibility splay of 2.4 x 25m measured to the centreline of the adjoining carriageway (to splitter island) in the southerly direction in accordance with Manual for Streets. Visibility splays from the existing golf course junction on to proposed internal access road have been satisfactorily demonstrated on submitted layout plan (Drg. No. 10104/001).

No private surface water shall be permitted to flow from the development site onto the adjoining highway. Appropriate measures shall be taken to deal with any private surface water run-off. **This detail can be approved as part of the required s.38/ 278 submission.**

Parking and Turning Provision

Based on class A1 use, the proposed Petrol Filling Station / Kiosk would normally require a maximum of 1 car space per 14m². Based on a gross floor area of 478m², a maximum of 34 spaces would be required. I understand that it is proposed to provide 35 spaces plus spaces at the pumps for this facility. A minimum of 10% of the total spaces shall be provided to mobility standards. It is considered that the proposed level of parking provision is acceptable.

Traffic Regulation Order

In order to avoid any issues of parking along the internal access road, I previously recommend that the applicant funds a Traffic Regulation Order in the form of Double Yellow lines along both sides and for the full extent of the access road including first section of golf club access. The submitted details indicated on Site Layout Plan – Drg. No. 181161-PL-04e are considered acceptable in principle.

This will incur a cost of £2000. I would recommend that the applicant liaises with our Traffic Section - contact Darren Green on Tel: 01978 729643 to discuss / arrange.

Swept Path Analysis

The swept path movements of a 16.5m long HGV accessing, maneuvering and exiting the site have been satisfactorily demonstrated on Tracking Layout Plan (Drg. No. 181161-PL08 Rev C).

Street Lighting (Access Road & Internal Hardstanding Areas)

The proposed parking areas, hard standing areas, footways and access road will require an appropriate scheme of lighting. Our Street Lighting Section have reviewed the submitted lighting details (received on 13/03/2019) which are considered acceptable.

Surface Water Drainage (Internal)

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

I therefore have no objections 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) No. @@@

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

NONSTD SUBMISSION OF FURTHER DETAILS

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

- 1) *Detailed layout, design, drainage, lighting and construction of the proposed new access and footway*

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

NONSTD TRAFFIC REGULATION ORDER (TRO)

026R No part of the development shall commence until a Traffic Regulation Order restricting parking along the adopted access road and internal access road has been implemented at the site. The TRO shall be funded by the developer.

Supplementary Notes

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

Notes to applicant

- Public Footpath No.2 - Bieston passes through the development site. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Harratty on Tel: 01978 729761.

- The proposed footway / carriageway tie-in 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.38 / 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

Peter Southwaite

PP Planning Control Manager