

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2015/0804	Your Ref:	PF/P/2015/0804
Date:	24 TH November 2015		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 336 498 Lidl Supermarket, Salop Road, Wrexham.

Development: Non sales area extension to existing store, external refurbishments and extension of delivery hours.

I refer to your consultation dated 02/11/2015 including revised layout plan (Drg. No. AD114 – Dated March 2015) in respect of the above.

Access

The proposed development site is located on Salop Road which is a busy, classified road subject to a 30mph speed limit.

Based on speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access serving the car park is adequate providing splays in excess of 2.4 x 43m in both directions in accordance with Manual for Streets.

The main vehicular access to the foodstore would remain via the existing access off Salop Road.

Parking Provision

The proposed development involves the re-configuration of the car park to accommodate a non-sales area extension at the front of the building. The proposed development will increase car parking capacity within the existing car park from 116 spaces to 118 spaces. Based on LGPN 16 (class A1 use) requirements, the proposed development would require a maximum of 1 car space per 14m². Based on a proposed GFA of 1862m², the proposed development would require a maximum of 133 spaces. The proposed level of parking provision represents an 11% shortfall compared with maximum standards. However, the proposed parking provision is considered adequate given the sustainable location of the site.

The submitted layout plan only appears to indicate 3 no. disabled spaces and 3 no. parent & child spaces. LPGN 16 normally requires a minimum of 10% of all car spaces to be provided to mobility standard.

Parking Survey

A car parking survey was carried out at the foodstore on Friday 27/03/2015 (10:00 – 18:00) and Saturday 28/03/2015 (10:00 – 17:00).

The survey identified that of the total spaces available at the store car park (116 currently provided) the maximum demand was 59, recorded on Saturday between 12:15 – 12:30. The maximum demand during the Friday survey was 58 vehicles observed on site between 11:00 – 11:15.

Given the nature of the proposed development, It is not considered that the proposal will result in any significant increase in vehicle movements at the site. The car parking survey demonstrates that the proposed parking arrangements can easily accommodate the peak hour demand.

Servicing

The location of the delivery area will remain as existing with access provided through the main car park.

The swept path details indicated on the submitted layout plan Drg. No. AD114 – Dated March 2015 demonstrate that the loading bay can be safely accessed by a large HGV delivery vehicle (16.5m in length).

I understand that the level of deliveries will generally be unaffected by the re-development of the store, with deliveries by 16.5m long HGVs taking place at an average of 2 to 3 times per day (ie/ maximum of 6 vehicle movements).

Pedestrian Crossing Points (Internal)

The proposed internal crossing points leading to the store are laid out in a non-standard format. Two of the proposed parking spaces may involve vehicles reversing across the proposed crossing points which is not ideal. However, this is an internal / private arrangement that will need to be managed by the foodstore.

Travel Plan

The submitted Travel Plan is considered to be acceptable.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

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026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. **AD114 – Dated March 2015.**

NONSTD TRAVEL PLAN

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Prior to first use of the development, a Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of an annual monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of first use of the development, and every year after up to and including the fifth anniversary.

Supplementary Notes

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

Peter Oatman

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Service Manager Environment