

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0830 **Your Ref:** MP/P/2012/0830
Date: 10th December 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 359 552 Land adjacent to Red Lion Public House, Marford Hill, Marford, Wrexham.

Development: Erection of Retail Unit and Associated Works.

I refer to your consultation dated 05/12/2012 in respect of the above.

The proposed development site is located on the B5445 Chester Road which is a classified road subject to a 30mph speed limit.

A speed survey was carried out on 19/10/2012 along this section of Chester Road which determined 85th percentile wet weather speeds of 28.8mph for vehicles travelling northbound (away from Wrexham) and 34.6mph for vehicles travelling southbound (towards Wrexham).

Such speeds would normally require any proposed / existing access to provide visibility splays of 2.4 x 41m to the south west and 2.4 x 53m to the north east measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing public house car park has 2 no. existing access points. Although visibility from both access points could be considered adequate, this would be reliant on there being no parked vehicles present in the spaces provided along the site frontage.

In order to ensure that adequate visibility is always available from the proposed access points, would require the widening of the existing 1.7m wide footway fronting the site to 2.4m. The submitted layout plan (Drg. No. 3405-P01 Nov 2102) only indicates a widening of the existing footway to 2.0m which would not provide / protect the required visibility splays from either of the existing accesses. The proposed parking space (space no. 1) indicated on submitted layout plan (Drg. No. 3405-P09 Nov 2102) also has the potential to impede visibility from the more easterly access in the easterly direction.

Visibility splays from both access points have been indicated on the submitted layout plan (Drg. No. 3405-P09 – Nov 2012). However, these indicate splays of 2.4 x 56m in both directions which cut across the existing bus bay to the north east and across the proposed parking spaces to the south west.

I would recommend that the applicant provides a revised layout plan indicating how the required splays could be provided from both access points based on the determined 85th percentile speeds.

Given the location of the existing bus stop fronting the development site, the location of the bus stop on the north east bound lane opposite the site, the location of the junction with Woodlands Road opposite the site and the location of the zebra crossing to the west of the development site, I would normally recommend that any proposed access serving the development site is located to the western end of the site approximately in the same position as the existing access nearest the public house. It would be considered beneficial to close up the existing easterly access.

The existing bus stop / layby fronting the site at the lower end of the car park is served by a bus service which runs every 12 minutes. When the bus is parked in this layby, visibility from the easterly access is reduced to approximately 2.4 x 20m in the easterly direction which is significantly less than the required visibility in this location.

I understand that it is proposed to use the westerly access (nearest to the public house) to serve all HGV delivery, refuse wagon and dray wagon movements. I understand that cars visiting both the public house and retail unit would be able to use either of the 2 no. existing access points. I would have thought that the retail unit would not wish to allow the dray wagon / delivery vehicles related to the public house to turn within the curtilage of their car park. It is unclear as to how such vehicles would turn and exit the site within the restricted public house car park without such permission. I assume that such vehicles would also be reliant on the 6 spaces indicated on the submitted layout plan being vacant in order to turn within the site and exit using the westerly access.

Given that any delivery vehicles for both the public house and retail unit are likely to occur at random times during the day, it is considered that it would be virtually impossible to reserve the required 6 no. spaces at all times to accommodate turning for larger vehicles within the site. If these spaces are occupied when delivery vehicles arrive, it is likely to result in such vehicles parking along this section of Chester Road resulting in danger to road users by reason of standing vehicles.

I would therefore not wish to support any proposed development that is likely to result in any significant increase in vehicle movements through either of the existing access points. The proposed development (A1 Retail Unit) is considered likely to result in a significant increase in vehicle movements through the existing westerly access.

In terms of traffic generation at the proposed development site, I comment as follows:-

The submitted Transport Assessment includes TRICS data that suggests that the proposed retail unit will generate approximately 60 vehicle movements in the AM peak hour (08:00 – 09:00) and 71 vehicle movements in the PM peak hour (17:00 – 18:00). Overall daily vehicle movements are estimated at being around 763 movements per day. These figures would be considered typical of such a development and represent a significant increase in traffic generation compared with current levels.

Vehicle movements at the public house were surveyed on Friday 19/10/2012. A total of 21 vehicle movements were observed during the AM peak period (08:00 – 09:00) and 16 movements during the PM peak hour period (17:00 – 18:00).

However, consideration must be taken into account that the public house has not been as popular as it once was in the past and is currently being re-furbished by the current tenants / brewery in order to attract more customers and boost business. It is therefore likely that the above vehicle movements are likely to increase significantly once the public house has been re-furbished and the premises are made more attractive to potential customers. This is also likely to result in an increase in parking demand at the site compared with current demand.

I would therefore not wish to support any proposed development at the site that would result in a significant increase in vehicle movements through the existing substandard accesses. It is considered that the proposed retail unit will result in a significant increase in vehicle movements at the development site.

The proposed development site has the potential to attract 16.5m long articulated HGV delivery vehicles. I understand that such vehicles deliver to similar existing retail units in Wrexham eg/ Rhosddu Spar, Garden Village Co-Op. Such vehicles cause significant highway safety issues when delivering to these premises.

I understand that it would be difficult to condition such vehicles to only deliver outside of opening hours to avoid such highway issues due to noise issues affecting local residents.

The submitted layout plan (Drg. No. 3405-P09 – Dated Aug 2012) only appears to indicate the swept path movements of a 12.6m articulated HGV and an 11m Rigid HGV which is considered inadequate. Even with these reduced sized vehicles maneuverability would be reliant on at least 6 spaces being vacant in the car park which is unlikely to be the case if deliveries take place during opening hours at various times of the day.

The submitted layout plan (Drg. No. 3405-P09 – Dated Aug 2012) indicates both a 12.6m articulated HGV and 11m Rigid HGV encroaching onto the Woodlands Road junction located opposite the development site when exiting the proposed development site in the north easterly direction. Such a maneuver is considered likely to result in vehicle conflict at this junction which is unacceptable. The swept path analysis details indicated on the submitted layout plan indicate movements within the car park that rely on all parked cars being meticulously parked within the proposed spaces. Any deviation of parking within these spaces would render access to HGVs impossible.

The applicant has suggested that the size and routing of delivery vehicles servicing the site could be controlled by a "Delivery and Servicing Management Plan". However, I would have thought that such a condition would be very difficult to control in practice and it is likely that larger HGVs will be used as observed at other similar retail units in Wrexham. Some HGVs may well approach the site from the north east due to the proximity of the A483 Pulford Bypass. Any such vehicle approaching from the north east would have to sweep onto the opposite side of the road, facing oncoming traffic in order to access the car park. Such a maneuver would be considered incompatible with through traffic interests and a potential source of danger to road users. This section of Chester Road has double white central lines which in theory prevent vehicles from encroaching over the centerline of the road.

Assuming that the lower half of the existing public house car park is sold off to accommodate the proposed retail unit, I assume it would be difficult to guarantee that the proposed communal car parking and turning facilities could be provided in perpetuity for the whole site should either of the sites consider re-development in the future.

Although a dedicated pedestrian footpath is proposed to provide a link between the proposed retail unit and the footway fronting the eastern end of the development site, concentrating / increasing HGV and car movements through the existing car park serving the public house has the potential to increase the likelihood of conflict with pedestrians and is considered unacceptable.

In terms of parking provision at the proposed development site, I comment as follows:-

I understand that it is proposed to utilize the existing public house car park as a communal facility shared between the pub and retail unit.

The existing public house currently has 40 parking spaces available.

The proposed retail unit would normally require a maximum of 1 space per 14m² gross floor space in accordance with LPGN 16 requirements. Based on a gross floor area of 383m², the proposed unit would require a maximum of 28 spaces. Although the site is in a reasonably sustainable location, the overall car park itself only has a total of 28 spaces.

The existing public house would normally require a maximum of 1 car space per 4m² public floor space. The existing public house has a total public floor space of 111m². LPGN 16 would normally require a maximum of 28 spaces.

It is proposed to reduce the existing number of parking spaces at the site from 40 to 28 which will be available for communal use. The overall development would normally require a maximum of 56 spaces. This represents only 50% parking provision at the site which is considered inadequate for a development of this nature.

The public house and retail unit will have similar operating hours after 12:00 mid-day which is likely to result in a shortfall in parking provision at the development site resulting in indiscriminate parking along Chester Road. The development site is located directly opposite the junction with Woodlands Road and has 2 no. bus stops located either side of the development site. There is also a zebra crossing located approximately 25m west of the public house. Any on-street parking along this section is likely to result in danger to road users and pedestrians by reason of standing vehicles.

In terms of the submitted parking survey, I comment as follows:-

A parking survey was conducted at the public house on Friday 19/10/2012, Saturday 20/10/2012 and Sunday 21/10/2012. This survey indicated that the existing 40 space car park always maintained spare capacity during the survey period.

As previously stated, consideration must be taken into account that the public house has not been as popular as it once was in the past and is currently being re-furbished by the current tenants / brewery in order to attract more customers and boost business. It is therefore likely that the above vehicle movements and parking demand are likely to increase significantly once the public house has been re-furbished and the premises are made more attractive to potential customers.

Further information has been submitted relating to likely parking demand for the proposed retail unit. This survey indicates the expected parking demand for a duration of stay of 8, 10 and 12 minutes during weekdays and on a Saturday. The submitted information suggests that when using a duration of stay of 12 minutes for each customer, the parking demand reaches a maximum parking demand of 8 spaces throughout the day. This suggested figure appears extremely low and does not appear to reflect what occurs at other similar retail premises in Wrexham where parking demand can be significantly higher at given times of the day.

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

1. **There is restricted visibility at the existing accesses and increased use would increase the likelihood of danger to road users.**
2. **The proposed development does not make adequate provision for the parking of vehicles clear of the adjoining carriageway.**
3. **The dimensions of the site appear to be insufficient to accommodate feasible turning / loading / unloading facilities for HGVs within the curtilage of the site.**
4. **The establishment of a development in this location would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.**

Peter Oosthuizen

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Network and Infrastructure Manager

