

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0843	Your Ref:	MP/P/2017/0843
Date:	18 th September 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 513 Land North of Total Fitness Ltd, Stansty Road, Wrexham.
Development: Erection of 6 no. dwellings with ancillary off-street parking.

I refer to your consultation dated 06/09/2018 in respect of the above.

Existing Access

The proposed development site is located off Stansty Road which is a busy, classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The development site is served off a recently improved shared access road / junction which provides visibility splays in excess of 2.4 x 33m in both directions.

The recently constructed residential development of 24 dwellings (Gower Homes) shares an access with Total Fitness. The recently constructed access road has not yet been adopted by the Council for future maintenance.

Proposed Layout (Drg. No. PRE-04 Rev B)

The submitted layout plan indicates the deletion and relocation of existing parking spaces serving the Total Fitness facility. This appears to result in an odd horizontal alignment of the existing shared access road which is considered undesirable. The proposed horizontal alignment is likely to result in vehicle conflict at this point which is unnecessary. I would suggest that the applicant considers deleting / re-locating parking space no. 121 and designing a more acceptable road alignment.

The proposed development also appears to include modifications to the existing footpath link which provides safe pedestrian access to the Total Fitness facility from the main access. This modification requires cars to cut across the revised footway link which is not ideal.

Could you please ask the applicant to confirm how and where a refuse vehicle (11.3m long) turns within the development site providing appropriate swept path details.

Access off Private Driveway

It is proposed to access four of the proposed dwellings off the existing private driveway. This access already serves 6 no. dwellings.

Assuming typical vehicle speeds of around 15mph along the main internal access road, the existing shared private driveway would need to provide visibility splays of 2.4 x 18m in both directions measured to the nearside edge of the adjoining highway. These splays have been demonstrated on the submitted layout plan.

The proposed carriageway width of 5.5m for the existing 6 dwellings is inadequate. **A minimum clearance of 6m would be required behind each parking space.** This should have been constructed at 6m wide as part of the Gower Homes development.

Could you please ask the applicant to address the above issues on a revised layout plan.

Parking Provision

The provision of 2 no. parking spaces per 3 bedroom dwelling would be considered acceptable

Any proposed driveways shall comply with WCBC standard detail. Driveways for plot nos. 1 & 2 appear adequate.

In terms of the existing parking provision for the Total Fitness facility, I comment as follows:-

Previous planning application (ref: P/2015/0812) for the erection of 24 dwellings on the northern section of the Total Fitness car park raised concerns in respect of the loss of parking spaces at the site to serve the existing fitness centre.

The developer carried out a parking survey on 25th & 26th of January 2016 and observed a maximum accumulation of 192 vehicles on 25/01/2016 and 151 vehicles on the 26/01/2016. Based on LPGN 16 requirements Total Fitness would require a maximum of 246 spaces.

Planning consent was granted for the above development with the requirement to provide 195 spaces to serve Total Fitness. The submitted layout plan (Drg No. PRE-04 Rev B) appears to indicate the deletion / relocation of 20 of the existing spaces maintaining a total of 197 spaces. Given the previous parking surveys at the site, the proposed level of parking provision would be considered acceptable.

The applicant has submitted a summary of the "Total Fitness Daily Gym Usage". I assume that this survey relates to people attending the gym and not a car parking survey.

If the application is supported, I would recommend that the additional section of carriageway fronting plots 1 & 2 remains private along with the private drive / parking area serving plots 3 – 6 and a private management company is employed to maintain these areas in perpetuity.

Any surface water drainage system for the new section of carriageway would need to be drained separately (privately) from the existing highway drainage system. **This detail has not been provided.**

I await the requested information.

Peter Douthett

MD Planning Control Manager