

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2015/0812	Your Ref:	MP/P/2015/0812
Date:	13 th January 2016		

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: Residential Development (24 no. dwellings) together with highways, access and parking arrangements.

I refer to the email dated 05/01/2016 and emails from SCP Consultants dated 24/12/2015 & 13/01/2016 in respect of the above.

Improvements to existing junction onto Stansty Road

The submitted layout plan (Drg. No. SCP / 15246 / F01) indicates the previously agreed improvements to the existing junction as recommended by the inspector under the previous appeal at the site in respect of planning application P/2008/1152.

However, the submitted plan does not indicate how the existing cycleway link will terminate or tie into the existing cycleway link leading to the fitness centre. The non-standard zebra crossing located across the existing access will need to be deleted. **Please ask the applicant to indicate the above detail on a revised layout plan.**

Estate Road Layout

The proposed estate road fronting plot 10 appears to be of a reduced width (5.5m) compared with the existing access road.

I previously recommended that the applicant provides swept path analysis details of an 11.2m long refuse vehicle negotiating this bend (both in / out). This detail has not been provided. I would therefore recommend that the proposed double yellow lines are extended on both sides of the road up to and including plot no 7.

Adequate forward visibility should be provided across this bend. Based on typical speeds of 15mph, adequate forward visibility should be provided ie/ a stopping sight distance of 18m. The submitted layout plan (Drg. No. SCP/15246/F01) indicates the required splays.

I previously recommended that the applicant indicates the proposed visibility splays from the proposed internal junction / cul de sac onto the main access road on a revised layout plan ie/ 2.4 x 18m in both directions based on typical speeds of around 15mph. This has been demonstrated on submitted layout plan (Drg. No. SCP/15246/F01). However, there would appear to be 2 no. trees on the corner of the junction which will need to be deleted as they will impede visibility. Please ask the applicant to indicate on a revised layout plan.

The proposed horizontal alignment of the estate road / cul de sac serving plots 12 – 24 is quite circuitous. The swept paths plans submitted indicate the refuse vehicle occupying the majority of the carriageway width as it accesses the road. If any vehicle parked along the estate road on bin collection days, the road would be inaccessible by the bin wagon. **I previously recommended that the applicant re-considers the proposed highway layout to overcome this issue. However, the applicant has not modified the alignment on the revised layout plan (Drg. No. SCP/15246/ATR03). Double yellow lines could be used and extended on both sides of the road up to and including the turning head to prevent any on-street parking. However, such restrictions would be a significant issue to anybody wishing to visit the proposed dwellings who may need to park on the estate road. Having considered this issue further, I would not wish to support such restrictions to compensate for the poorly designed estate road. I would therefore recommend that the applicant re-considers the proposed highway layout to overcome this issue. Unless an acceptable highway layout is re-submitted, I would recommend that the application is REFUSED.**

The proposed turning head fronting plot nos. 19 & 20 has not been amended as previously requested and is inadequate and does not meet our current standards. This will need appropriate footways / service strips around its perimeter which will impact on the number of parking spaces that can be provided in this location. **I would recommend that the applicant incorporates a turning head meeting our current standards (see attached detail) and reviews the number of parking spaces / dwellings that are achievable in this location. Please ask the applicant to indicate this detail on a revised layout plan.**

The private driveway serving plot nos. 1 – 6 has no turning head. **I previously recommended that this driveway is provided with a suitable turning head to accommodate the turning movements of a medium sized HGV / typical delivery vehicle (see attached detail). This will avoid the need for such vehicles to back out onto the main estate road or have to reverse in. Such detail has not been provided. Please ask the applicant to indicate this detail on a revised layout plan.**

I previously recommended that the applicant indicates the proposed visibility splays from the private driveway serving plot nos. 1 – 6 onto the main access road on a revised layout plan ie/ 2.4 x 18m in both directions based on typical speeds of around 15mph. This has been demonstrated on submitted plan (Drg. No. SCP/15246/F01).

As previously highlighted, the section of land proposed as garden area for plots 1 – 4 appears to be existing highway land (area currently landscaped). This area of land therefore needs to remain and excluded from the site layout. **This has not been demonstrated on the submitted layout plans which is unacceptable.**

Parking Provision

I understand that it is proposed to provide 2 no. parking spaces per 2 / 3 bedroom dwelling (excluding garage spaces). The proposed level of parking provision is considered adequate given the sustainable location of the site.

However, a number of the proposed driveways are of insufficient length and width. **I would recommend that the applicant amends / annotates the proposed driveway dimensions on a revised layout plan in accordance with the attached details.**

The proposed driveways serving plot nos. 11 & 12 would be awkward to access and are likely to cause conflict at the internal junction. However, the submitted swept path plan (Drg. No. SCP/15246/ATR03) indicates that a car can safely access the proposed driveway.

In terms of access to plot no. 11, the submitted swept path plan (Drg. No. SCP/15246/ATR03) indicates a car having to reverse across the junction which is unacceptable. **I would recommend that the applicant amends the proposed driveway to a more suitable location away from the junction.**

The parking provision for plot nos. 13 – 17 appears quite tight. The proposed layout will need to be re-configured in order to provide a suitably sized turning head (see attached detail). **I would recommend that the applicant amends the proposed turning head and parking provision in this location providing driveways that comply with the attached details.**

The submitted layout plans indicate a path at the front of the plots 13 – 19 which appears to provide access onto the existing cycleway / footway fronting the site. No details of how this link will access onto the existing cycleway / footway has been provided ie/ gradient and any proposed ladder tactiles. **Please ask the applicant to indicate this detail on a revised layout plan.**

Parking Survey

I understand that the original total number of parking spaces within the existing car park associated with the fitness centre was 269. The original parking survey carried out on 30/09/2008 at the site indicated a maximum occupancy of 157 vehicles ie/ 58 %.

The submitted Technical Note indicates that Total Fitness only has agreement to use 124 spaces. It is unclear as to whether this reduced number of spaces is compliant with the original planning consent for the fitness centre.

I understand that the proposed development will reduce the total number of parking spaces by approximately 128, resulting in 141 spaces left within the car park. I assume that all 141 spaces are to be allocated to the fitness centre if the proposed development is supported.

The submitted Technical Note indicates that the Total Fitness unit has a gross floor area of approximately 3690m². Applying LPGN 16 standards(ie/ 1 car space per 15 m²), the Technical Note indicates that this equates to a maximum requirement of 150 parking spaces required for the development site.

However, based on LPGN 16 requirements a maximum of 246 spaces would be required.

The original parking survey is now 7 years old with the survey recording a maximum of 157 vehicles parked at the site (more than the proposed car park capacity of 141 spaces). The proposed parking provision falls significantly short of LPGN 16 maximum requirements.

However, a recently conducted car parking survey was carried out by the applicant on Friday 08/01/2016 and Saturday 09/01/2016. The survey recorded car park accumulation every 15 minutes along with the duration of stay of parked vehicles.

The results demonstrate that the maximum car parking accumulation was 115 vehicles at 10:45 on the Friday and 121 vehicles at 14:00 on the Saturday. The applicant considers the surveys represent a 'worst case' assessment of the car park demand given that the surveys were undertaken in January which is a peak period for the Gym, due to New Year's resolutions, and when Wrexham FC were playing at home on the Saturday. It is understood that Wrexham FC supporters use this car park on match days, which is supported by the surveys with a clear peak in arrivals being shown at around 14:00pm prior to the start of the match.

The total number of spaces within the existing car park stands at 269, with Total Fitness only being permitted to use 124 of these as part of their current lease agreement. The proposed development will reduce the total number of parking spaces by approximately 128, resulting in 141 spaces being left within the car park. In addition, the applicant has already committed to providing a further 25 spaces on existing areas of hard standing to the side of the Total Fitness unit, which will bring the total number of spaces across the site to 166.

The peak parking accumulation 115 (69%) on the Friday and 121 (73%) on the Saturday) falls well below the number of spaces that will be available (166) with the development in place;

The applicant states that the duration of stay analysis demonstrates that a high number of vehicles park for in excess of three hours, 32 vehicles on the Friday and 47 vehicles on the Saturday, which is considered to be longer than required for a typical gym visit. Whilst it is accepted that some of these vehicles will be associated with staff, it does indicate that the car park is being used by non-gym members. Notwithstanding that the surveys clearly demonstrate there to be sufficient spare capacity to accommodate current demand, along with any future growth in membership rates, should Total Fitness want to free up further capacity they could implement appropriate management measures, such as imposing maximum stay restrictions, which would minimise the use of the car park by non-members.

Given the results of the previous car parking survey conducted in 2008, I still have concerns that the proposed parking provision (ie/ 141 spaces) remaining for the fitness centre may not cope should the fitness centre increase the number of members and on occasion accommodate parking for non - gym members.

As indicated above, I would therefore recommend that the applicant provides a suitable layout plan indicating the proposed 166 parking spaces (for use by the fitness centre) for further approval. Such provision would provide some degree of spare capacity should parking demand increase.

In order to minimize the use of the car park by non-members, I would recommend that a condition is included requiring the submission of a "Car Park Management Plan" which includes appropriate maximum stay restrictions.

Highway Surface Water Drainage

I understand that you are in the process of submitting details of a scheme for the disposal of highway surface water run-off to Neil Taunt – WCBC Senior Flood Management Officer for approval. I await confirmation that such a scheme is feasible at the development site.

Although I have no objections in principle to the site, I recommend that the applicant addresses the above issues. I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

peternorthwhite

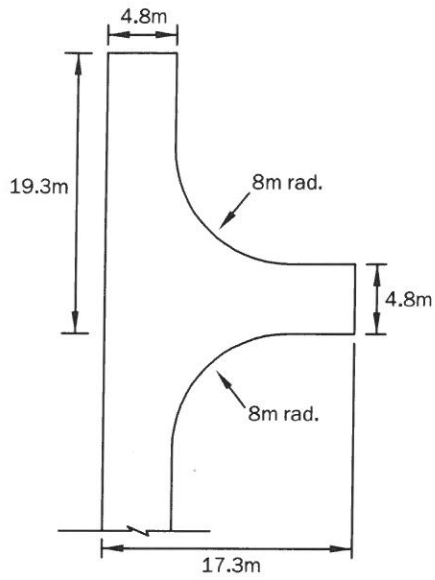
by

Service Manager Environment

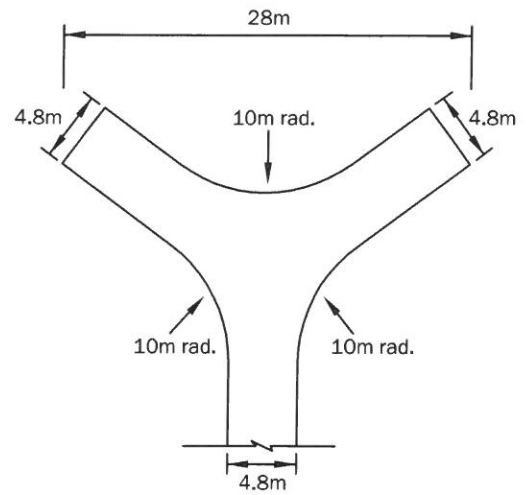
Turning Areas

4.8m Wide Carriageway

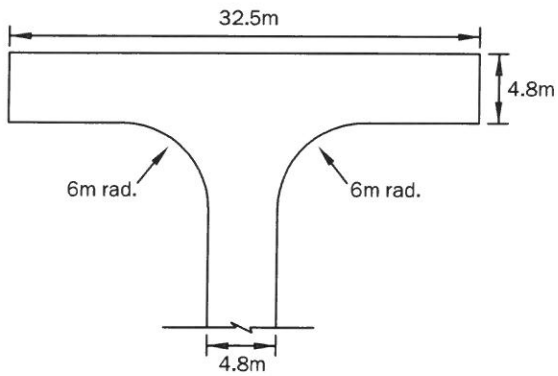
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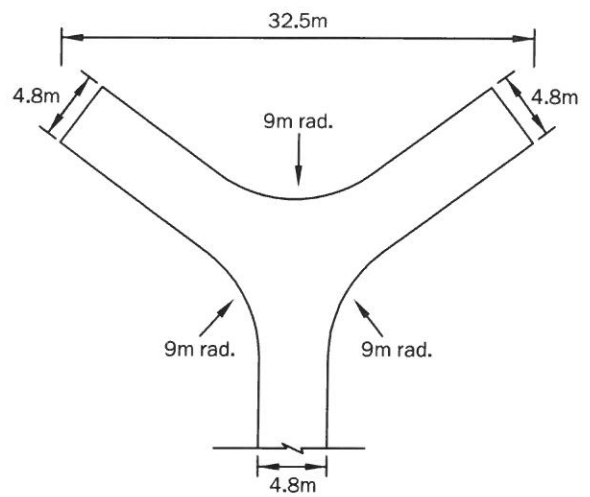
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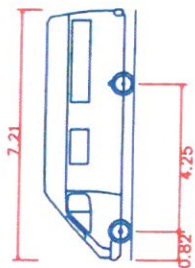
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Note:

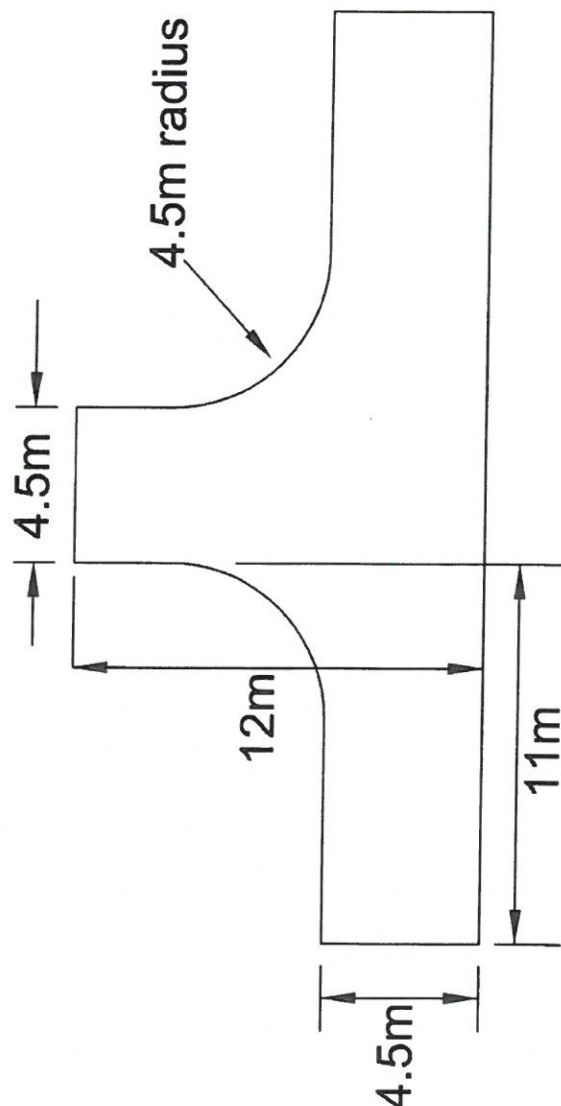
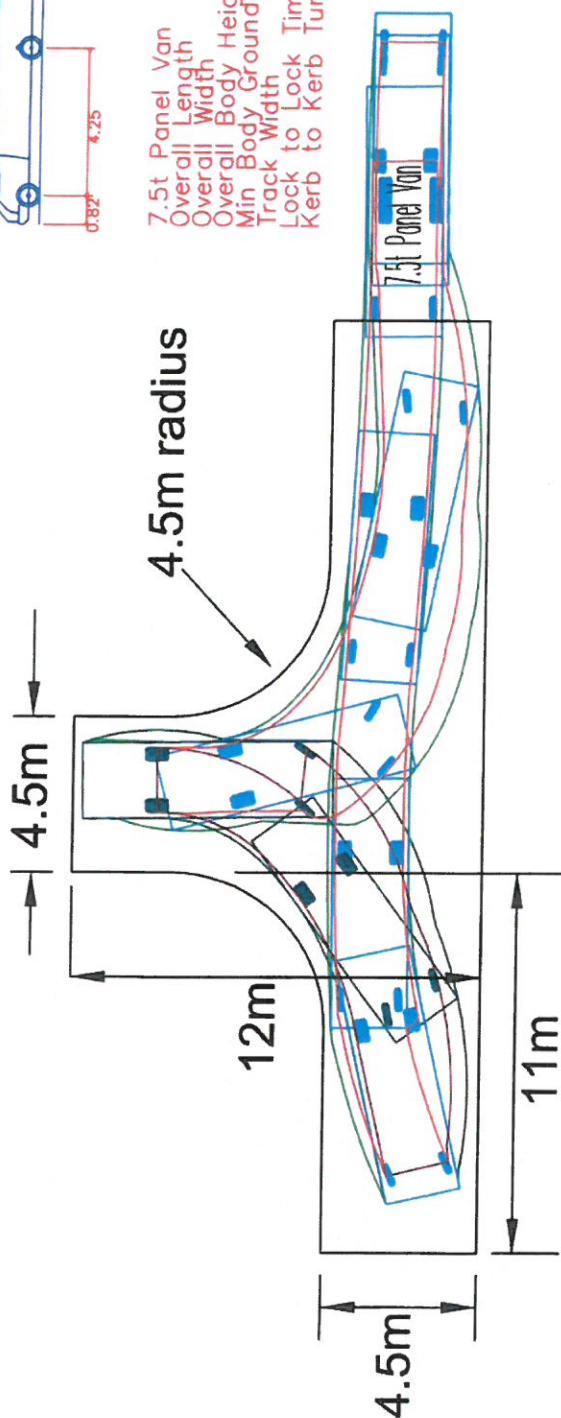
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500



7.5t Panel Van
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Track Width
 Lock to Lock Time
 Kerb to Kerb Turning Radius

7.210m
 2.192m
 2.544m
 0.316m
 1.865m
 4.00s
 7.400m



Scale 1:200

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

