

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: 15th February 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 15/02/2016 including Technical Note 02 (ref: PT/15246/TN01) from SCP Consultants dated 11/02/2016 in respect of the above.

Improvements to existing junction onto Stansty Road

The submitted layout plan (Drg. No. SCP / 15246 / F01 Rev A) 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.

Estate Road Layout

The proposed estate road layout indicated on layout plan (Drg. No. SCP / 15246 / ATR01 Rev A) appears acceptable. However, I have previously requested that the driveway dimensions for each property are annotated on a revised layout plan. This detail has still not been provided.

Parking Provision

I understand that you recently observed 183 cars within the existing car park on a Monday.

The recently conducted parking surveys carried out by the applicant on Monday 25th & Tuesday 26th January 2016 observed a maximum parking accumulation of 192 vehicles on Monday and 151 vehicles on Tuesday.

The total number of spaces within the existing car park is 269. If around 49 spaces were to be lost as part of the Office Development, then 220 spaces would have remained for Total Fitness. I understand that the Total Fitness GFA comprises approx. 3690m². Based on LPGN 16 requirements Total Fitness would require a maximum of 246 spaces.

It is apparent from the recently conducted surveys and observations that almost 200 cars have been using the car park at any one time suggesting that the fitness centre is very popular. As the parking surveys are only a snapshot of what may happen, it would seem sensible to provide an additional allowance (buffer) to cater for any potential increase in parking demand above the observed 192 cars.

I would therefore recommend that 192 spaces plus a 10% allowance are provided at the site equating to a total of 211 spaces. It would appear possible to provide the required parking spaces as follows:-

- Re-locate spaces 40 & 41. These are indicated as staff parking spaces who may well be on site when the refuse vehicle is present.
- Additional parking spaces could be provided on the grassed area located to the east of the existing internal cycleway / footway link.

To ensure that the car park is not abused by non-members, I would recommend that some form of parking management is implemented at the site to ensure that only members are able to park at the site eg/ barrier system, pay & display, membership parking badges. If a barrier system is proposed, then consideration must be given to avoid vehicles entering the site backing up onto the adjoining highway. Could you please ask the applicant to confirm what if any parking management measures are proposed.

The submitted layout plan (Drg. No. 15.5554 / site survey Rev A) indicates the provision of 195 spaces for the Total Fitness centre which provides very little flexibility / spare capacity should parking demand exceed recently observed parking accumulations.

Existing Internal Footway / Cycleway

The existing internal footway / cycleway leading to the fitness centre has no dropped kerb provision at the southern end of the site which is not ideal.

Although I have no objections in principle to the proposed development, 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.


Service Manager Environment