

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0072 **Your Ref:** JGK/P/2010/0072
Date: 23rd April 2010

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 392 501 Land at Bryn Lane, Wrexham Industrial Estate, Wrexham.
Development: Outline application for B2 / B8 development and associated ecological mitigation area, including means of access and layout.

I refer to your consultation / email dated 22/04/2010 and copy letter from HOW Planning dated 21/04/2010 in respect of the above.

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

The proposed development site appears to comprise of a gross floor area of 47,534 m². However, 2144 m² of this is allocated to office use. For B2 / B8 use, LPGN 16 would normally require a maximum of 497 spaces. However, it is proposed to provide 100 no. car parking spaces at the site including 4 no. disabled spaces. The number of disabled spaces should be increased to provide 10% of the total no. of parking spaces.

However, given the likely shift patterns proposed for this development, I understand that there is only likely to be a maximum of 100 employees on site at any one time. The applicant has also stated that TDG have 160 no. existing parking spaces and this is in addition to car parking on land at the rear of the building that can accommodate more than 100 cars.

It has previously been agreed that the proposed level of parking provision at the site is adequate for this development. However, the application proposals appear to have been developed for a specific end user. Although the proposed level of parking provision may be appropriate to this particular end user, it does not meet the requirements of LPGN 16 and may not be appropriate for any future occupiers in which case the provision of adequate parking spaces would need to be considered.

The inclusion of condition no. 5, "Parking provision at the proposed development site shall be in accordance with LPGN 16", was intended to ensure that the dimensional layout of parking provision was complied with and was not intended to relate to the number of spaces.

However, if the proposed development is not intended for a specific end user and did have the potential to require a maximum of 497 spaces, then the proposed level of parking provision would be considered inadequate and would not be supported on highway grounds.

Handwritten signature/initials.

Operational Manager Traffic & Transportation