

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0843	Your Ref:	MP/P/2017/0843
Date:	17 th October 2017		

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 9 no. dwellings with ancillary off-street parking.

I refer to your consultation dated 12/10/2017 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. PLN-02)

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 development also appears to include the deletion of the existing footpath link which provides safe pedestrian access to the Total Fitness facility from the main access. The removal of this footpath link is considered undesirable as pedestrians visiting the site would have to walk along the main access road to reach the fitness centre.

Access off Private Driveway

It is proposed to access seven 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 not been demonstrated on the submitted layout plan.**

The proposed access road serving the seven additional dwellings is only 4.5m wide. **I would normally recommend a minimum carriageway width of 4.8m**

The proposed extended private driveway will serve a total of 13 dwellings without the benefit of a turning head of sufficient size. **A turning head capable of accommodating the turning movements of an 11.2m long refuse vehicle should be provided for a development of this size (see attached detail).**

Parking Provision

The provision of 2 no. parking spaces per 3 bedroom dwelling would be considered acceptable. However, only 17 parking spaces have been proposed. **I would recommend that the applicant amends the proposed parking provision to 18 no. spaces.**

Any proposed driveways shall comply with the WCBC standard detail (see attached detail).

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. PLN-02) appears to indicate the deletion of 22 of the existing spaces leaving a total of 173 spaces. Given the previous parking surveys at the site, the proposed level of parking provision would be considered unacceptable.

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

- 1. The proposed development does not make adequate provision for the parking of vehicles clear of the adjoining carriageway.**
- 2. The application does not show a satisfactory means of pedestrian access from the main Stansty Road access to the existing Total Fitness facility.**
- 3. The proposed development site does not comply with current WCBC adoptable standards.**

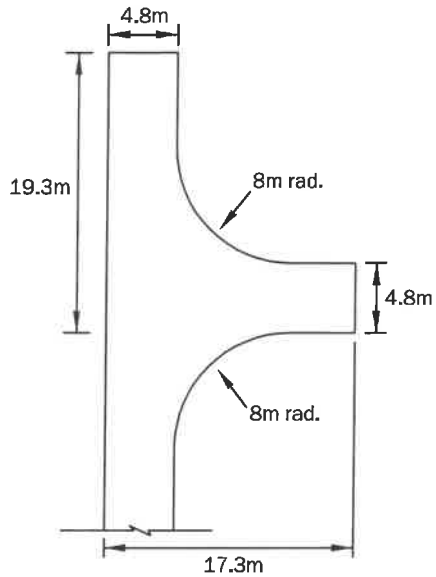
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Service Manager Environment

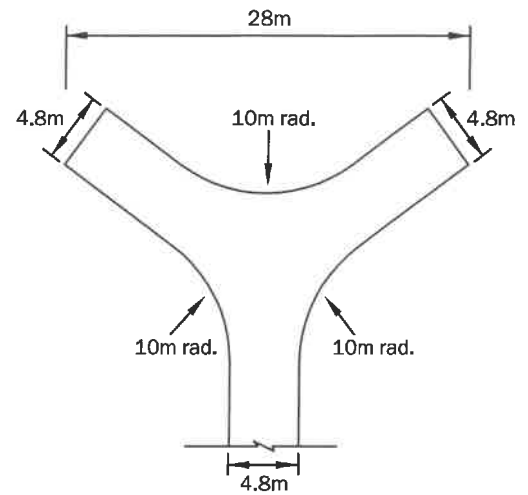
Turning Areas

4.8m Wide Carriageway

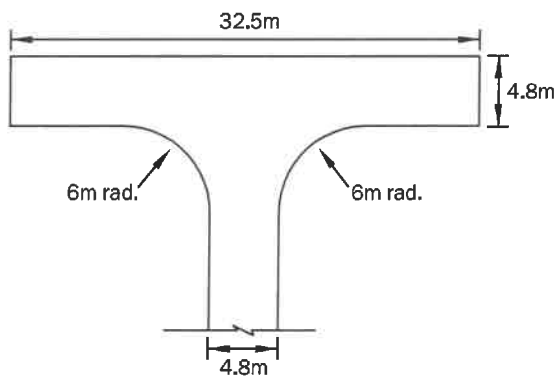
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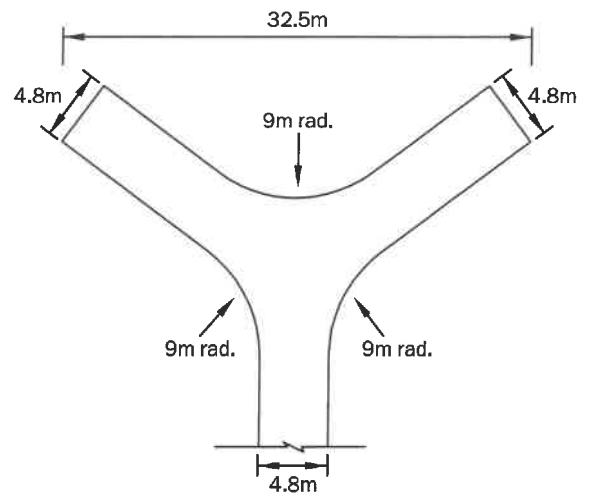
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Note:

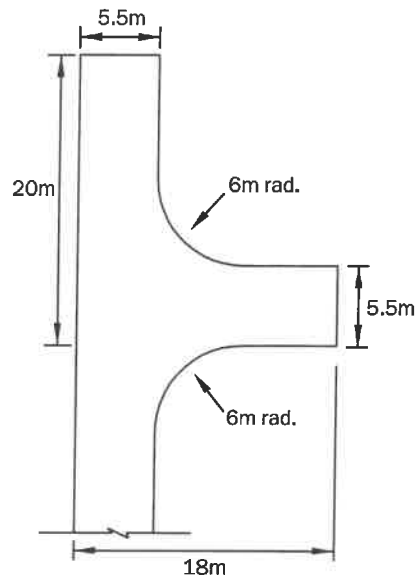
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

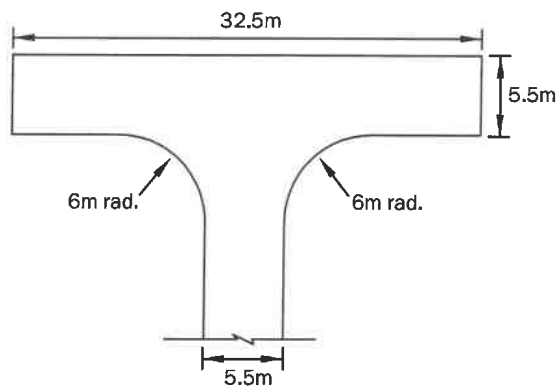
Turning Areas

5.5m Wide Carriageway

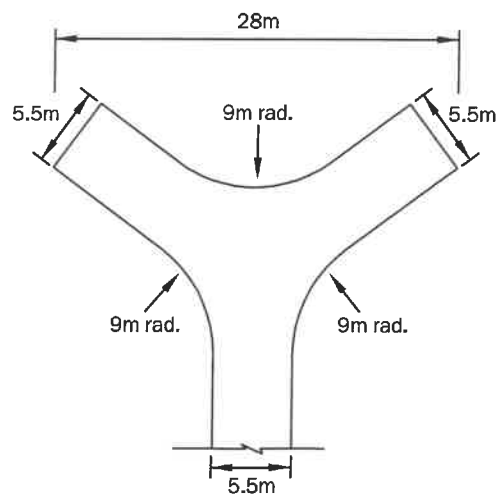
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Note:

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

Scale 1:500

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

