

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: 4th December 2015

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 03/12/2015 from Singleton Clamp including Technical Note (PT/15246/TN01) in respect of the above.

Traffic Generation

The submitted TRICS data indicates that the proposed dwellings (24 no) will generate fewer vehicle movements compared with those anticipated from the previously approved offices through this existing substandard junction.

However, the overall junction arrangements in this location were previously assessed at being over capacity as detailed in the Transport Assessment submitted as part of Planning Application ref: P/2008/1152 (Erection of two storey office building). The application was refused on the grounds of increased traffic generation and capacity issues relating to the existing junction. However, the decision was challenged and an appeal was allowed on 08/12/2009 subject to conditions. One such condition imposed by the Inspector was to improve the existing site access based on the fact that the overall junction arrangements were deemed as being "over capacity".

Even though the proposed development of 24 dwellings will see a smaller increase in vehicle movements through this sub-standard junction, it is considered appropriate to request the previously approved highway improvements. I would therefore recommend that the applicant submits a suitable scheme of improvements as previously conditioned / approved.

I await the requested detail.

Swept Path Analysis – 11.2m Refuse Wagon

The submitted details only appear to show the refuse vehicle entering the estate road and turning within the cul de sac. The movements out of the access road and up to the junction with Stansty Road need to be provided. I would recommend that the movements coming in off Stansty Road from the Town Centre are also indicated on a revised layout plan.

Please find attached WCBC Standard turning head detail that needs to be incorporated on a revised layout plan.

The proposed horizontal alignment of the estate road / cul de sac is quite circuitous. The swept paths indicated show 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 would recommend that the applicant re-considers the proposed highway layout to overcome this issue.

In order to prevent any vehicles parking along the estate road and main access into the site, I would recommend that a Traffic Regulation Order (TRO) for double yellow lines is implemented for the development site.

The private driveway serving plot nos. 1 – 6 has no turning head. I would recommend that this driveway is provided with a suitable turning head to accommodate the turning movements of a medium sized HGV (see attached detail).

I await the requested detail.

Parking Provision

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 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. Based on the above, I would recommend that the applicant carries out a fresh parking survey which includes both weekdays and weekends to demonstrate that the proposed level of parking provision will cater for the fitness centre.

Cycleway / Footway Link

The provision of a 3m wide cycleway / footway link providing a link between the proposed cul de sac and the existing cycleway / footway link fronting the development site along Stansty Road although not essential would provide a convenient link to the existing footway / cycleway and crossing on Stansty Road improving accessibility to / from the site.

General

Could you please ask the applicant to annotate the following on a revised layout plan :-

- Dimensions of proposed driveways / parking spaces
- Dimensions of proposed estate road, footways / service strips, kerb radii, turning head.
(All of the above will need to comply with WCBC Adoptable Standards).
- A 3m wide cycleway / footway link providing a link between the proposed cul de sac and the existing cycleway / footway link fronting the development site along Stansty Road (optional).
- A scheme for the improvement of the existing access / junction.

The section of land proposed as garden area for plots 1 – 4 appears to be existing highway land (area currently landscaped). Could you please ask the applicant to clarify this point and confirm their extent of land ownership.

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.

Peter O'Mahony

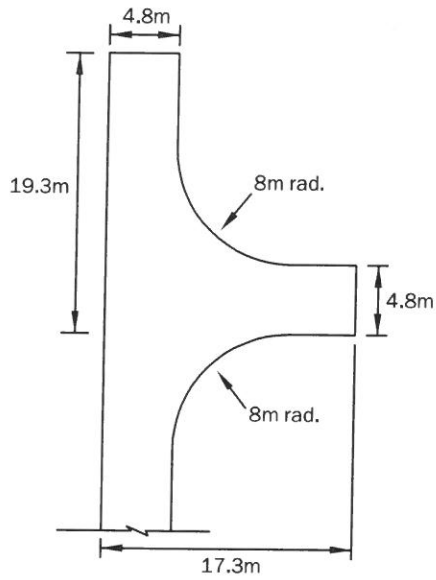
141

Service Manager Environment

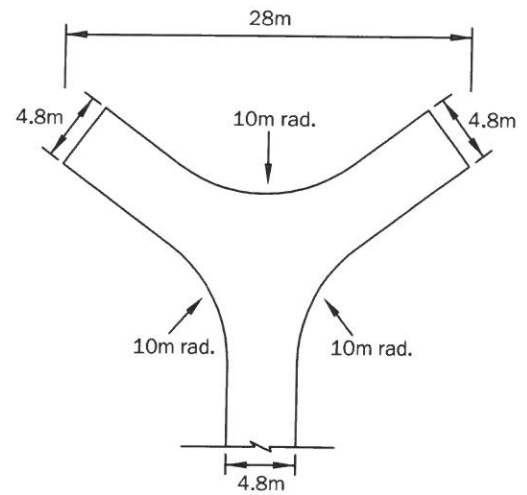
Turning Areas

4.8m Wide Carriageway

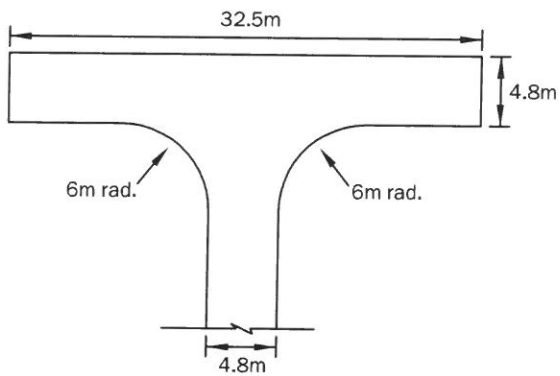
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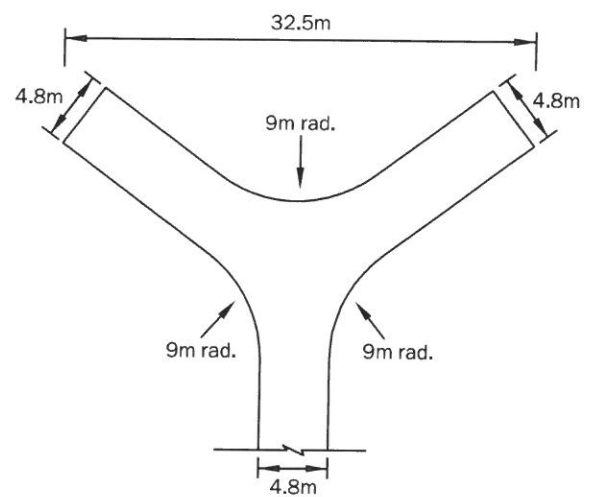
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3



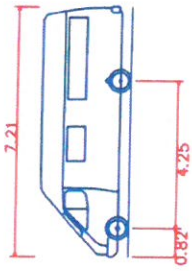
4



Note:

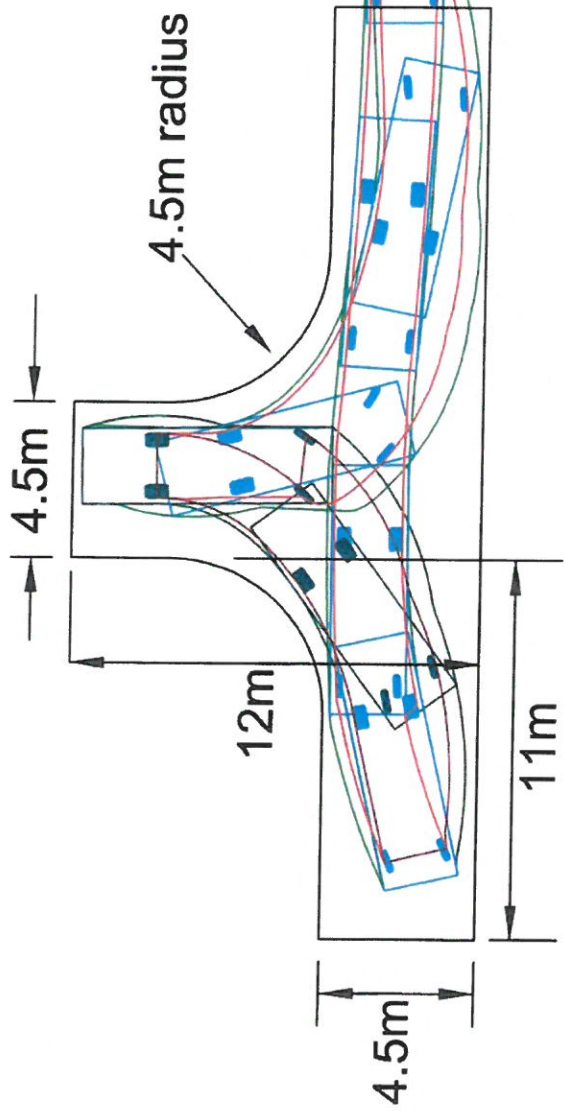
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

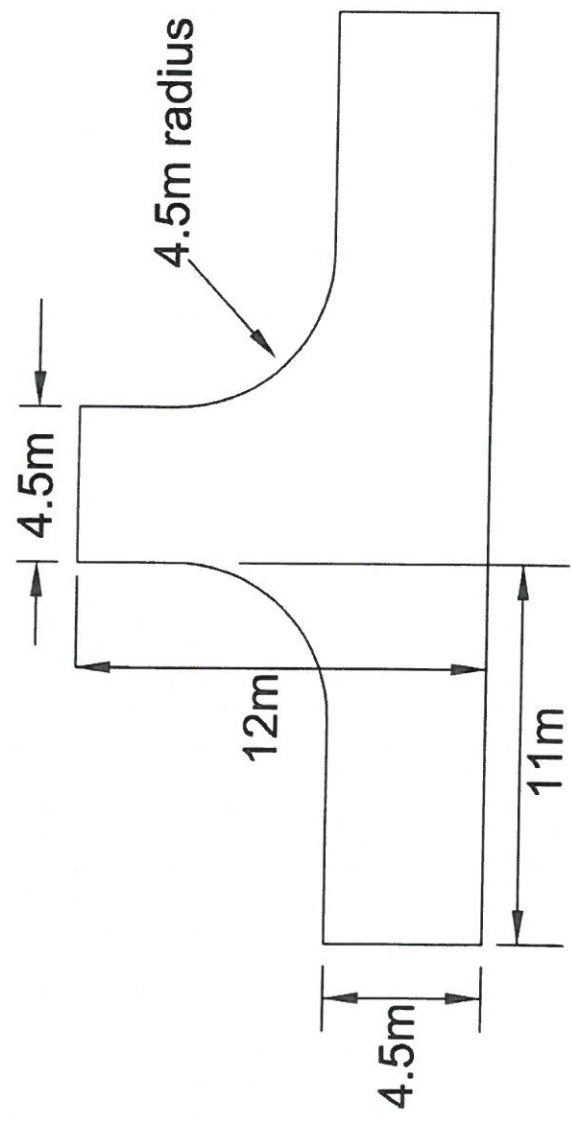


- 7.5t Panel Van
- Overall Length
- Overall Width
- Overall Height
- Min Body Ground Clearance
- Track Width
- Lock to Lock Time
- Kerb to Kerb Turning Radius

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



7.5t Panel Van



Scale 1:200