

Jayne Ackroyd

Subject: FW: FW: Application No 18/28213 - Re Parking Provision REQUEST FOR EXTENSION TO DETERMINATION TARGET DATE

From: peter.campbell [mailto:peter.campbell@wyg.com]

Sent: Thursday, July 26, 2018 9:29 AM

To: Sally Brown

Subject: RE: FW: Application No 18/28213 - Re Parking Provision REQUEST FOR EXTENSION TO DETERMINATION TARGET DATE

Hi Sally

I can confirm agreement of an extension of time as requested to 31st August 2018 for this application.

I received an update from our flood and drainage consultants, who are well on with the assessment work. I therefore expect further details to be available relatively shortly.

In the meantime, if we could try and bottom out agreement on the layout and parking details it would be appreciated.

Best regards

Peter Campbell BA(Hons) MPlan MRTPI
Senior Planner

WYG

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From: Sally Brown [mailto:sbrown@staffordbc.gov.uk]

Sent: 25 July 2018 14:28

To: peter.campbell <peter.campbell@wyg.com>

Subject: RE: FW: Application No 18/28213 - Re Parking Provision REQUEST FOR EXTENSION TO DETERMINATION TARGET DATE

Importance: High

Peter

The determination period has now expired (some time ago) and we still have no additional drainage details. (I also believe an advertisement application is potentially on hold pending this application.)

Please can you confirm that you are able to agree an extension of the determination date for a decision until at least **31 August 2018**.

When the FRA details are available this should be extended further in order to allow them to be considered – at least 5 weeks from the date of submission, or following working day.

Further consultations are currently being carried out on the additional parking details and comments.

If no appropriate extension to the determination period is received we will have to determine the application as soon as circumstances allow.

Regards



Sally Brown | Senior Planning Officer
Stafford Borough Council | Civic Centre | Riverside | Stafford | ST16 3AQ
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From: peter.campbell [<mailto:peter.campbell@wyg.com>]
Sent: 10 July 2018 15:02
To: Sally Brown
Subject: RE: FW: Application No 18/28213 - Re Parking Provision

Hi Sally

We have reviewed the comments received in respect to the McDonald's application and can now provide some further information and amendments to address the points raised.

- **Car parking space markings** – Please find attached an amendment to the layout plan and site red line plan. On the revised layout the 8 parent and child spaces have been taken out of the intended over-flow parking area for the McDonalds and re-positioned on the row of spaces immediately south. The amendment allows for further spaces to be included which are free from any restrictive markings (such as disabled markings). In total, 24 such spaces would be provided.

In respect to the 8 spaces with disabled bay markings in the over-flow area, we propose for these to be available for general use when the wider car park is closed. To avoid any confusion, suitable signage can be installed to identify that the disabled spaces within the McDonald's over-flow area can be used by all when

the wider car park is closed. This would largely only be during late evenings/night times, with the retail open until 10pm Monday-Saturday.

In reality, it is not expected that the over-flow car parking for the McDonalds will be used to capacity given that the wider car park will be open for the vast majority of the time. Also, the car parking spaces directly alongside the McDonald's unit would naturally be used in the first instance by customers ahead of the over flow area.

As previously set out, it isn't practical to provide the McDonalds' over-flow car parking within an alternative area of the car park, with the location shown being best suited for this purpose. To re-position the disabled spaces outside of the over-flow area would also entail significant upheaval to the car park layout, and would also require moving the disabled spaces away from the most appropriate position, that being adjacent to the entrance to the Aldi store.

Can we please request that consideration is provided to the car park amendment shown, which we consider to be the best solution.

- **Direction signage to over-flow** – An additional direction sign can be added on the mini-roundabout. Fixed to the barrier on the eastern arm of the mini-round-about looks to be most suitable location for this. A note have been added to the drawing.
- **Lighting** – I can confirm that the external lighting which would serve the McDonalds drive-through, entrance road and evening/night-time over-flow car parking area will be isolated and control provided to McDonalds.
- **Barrier Details** – Please find attached details for the barriers which would close off the wider car park once the retail units are closed.
- **Control of car park if McDonalds is closed** – Measure are already shown to close off access to the majority of the car park when required, just allowing access to the overflow and drive-through areas. To provide further control over the car park, an existing barrier which closes the southern arm of the mini-roundabout can be retained, (now indicated on the layout plan). This would also allow for the over-flow area to be closed in the event that McDonalds are not open.

It is not feasible to retain the barrier at the initial entrance to the site as this would conflict with the vehicle lanes and new lane required into the drive-through. The barriers/measures proposed would provide a suitable level of security, which would avoid making the site attractive to miss-use.

I trust that the above suitably addresses the points raised. If you could consider and come back to me with any outstanding requirements it would be appreciated.

We are continuing to work with our consultants to update the flood risk assessment and I will get back to you asap on this.

Best regards

Peter Campbell BA(Hons) MPlan MRTPI

Senior Planner

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From: Sally Brown [<mailto:sbrown@staffordbc.gov.uk>]
Sent: 02 July 2018 15:12
To: peter.campbell <peter.campbell@wyg.com>
Subject: [Pending]RE: FW: Application No 18/28213 - Re Parking Provision

Peter

Jim from Highways would not object in principal to the alternative parking scheme, however, a number of issues would need addressing. These include:

- How to ensure parking is reallocated/marked out within the main parking area (revised red edge and layout)
- Signage to ensure position of overflow parking is apparent and not missed by customers
- Is the area going to be lit separately from the rest of the parking area ? if so controls and light on ground plot extended to cover the area etc
- Details of barriers and their means of operation
- I am also concerned that should the new unit operate on a less than 24hour basis, at any time, we would need to retain control over the parking areas to avoid inappropriate use (ie retaining barrier at main entrance or conditioning details if required)

I will send through a note of any other issues that might arise when I get a chance to review the application. However I believe that should be everything provided the flood issues are addressed.

As the flood information has not yet been submitted please can I repeat my request for an agreement to a further extension of time for the decision – another 6 weeks from today, ie 8 weeks from the previously agreed extension.

Regards



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From: peter.campbell [<mailto:peter.campbell@wyg.com>]
Sent: 29 June 2018 14:51
To: Sally Brown
Subject: RE: FW: Application No 18/28213 - Re Parking Provision

Hi Sally

I just wanted to check if my previous comments on the strategy for overspill car parking for this application have been considered as yet to help confirm if any amendments to the drawings will be required?

Could I also check if there are any further comments to address, other than those relating to flood risk. The flood modelling is currently being re-visited to look to address the earlier comments in this regards.

Best regards

Peter Campbell BA(Hons) MPlan MRTPI
Senior Planner

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From: peter.campbell
Sent: 14 June 2018 10:24
To: 'Sally Brown' <sbrown@staffordbc.gov.uk>
Subject: RE: FW: Application No 18/28213 - Re Parking Provision

Hi Sally

Could I check with you please if you and your highways colleagues have been able to review our comments on the overspill car park area and the intended strategy. Hopefully the intended approach is satisfactory, but your comments on this would be appreciated so that we can amend any drawings if required.

I have chased up today where our progress is with updating the FRA, which I am hoping is not too far away from being available for submission.

Regards

Peter Campbell BA(Hons) MPlan MRTPI
Senior Planner

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From: peter.campbell
Sent: 04 May 2018 11:02
To: Sally Brown <sbrown@staffordbc.gov.uk>
Subject: RE: FW: Application No 18/28213 - Re Parking Provision

Sally

Further to our conversation, I wanted to note down our observations on the parking strategy for the Kingsmead drive-thru application.

We have considered the comments around potentially repositioning the evening/night time parking overspill area elsewhere. This unfortunately would not be practicable for a number of reasons. It would be problematic to successfully secure an alternative area of the car park due to the layout in place. The proposed area to be used involves installing bollards to the side of the customer walkway. The evening/night time parking area is also confined by the paved areas on its northern and western flanks. There aren't the necessary usable landscape barrier in place to allow for a similar area to be confined elsewhere without significantly compromising the car park and how it successfully functions. Confining an alternative area of the car park would require significantly more barriers/bollards, raising the potential for conflict with cars when using the car park. It would also result in the loss of parking spaces. A further issue is that to confine an alternative area on the eastern side of the site, the existing layout would lead to a larger evening/night time parking area being defined, thus create the potential for the misuse of this area and incidents of anti-social behaviour.

Our view is that the evening/night time overspill area shown is the best approach.

In terms of any confusion on the use of the disabled and parent and child spaces during evening and weekends, a solution could be to remove the parent and child restriction markings. There are a total of 34 car parking spaces shown for McDonalds customers once wider car park is closed. If the parent and child restrictions are removed this would provide 26 unrestricted car parking spaces. This should be entirely sufficient to meet any parking needs during evenings/night times. If it is a requirement for the Council, the parent and child spaces could be replaced to the south within the car park. Clear signage could also be used to appropriately identify the marked disabled bays as available for unrestricted use only once the wider car park is closed.

It is worth noting that a high proportion of vehicles using the facility would use the drive-thru and thus not park. In being required at evening/night times the parking area would also not be in use at peak times for the restaurant.

Could you please consider this strategy and let me know if this would be an acceptable approach to address the comments received.

Best regards

Peter Campbell BA(Hons) MPlan MRTPI
Senior Planner

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From: Sally Brown [<mailto:sbrown@staffordbc.gov.uk>]
Sent: 01 May 2018 09:41
To: peter.campbell <peter.campbell@wyg.com>
Subject: [Pending]FW: Application No 18/28213 - Re Parking Provision

Peter

We have received the attached informal comments from highways. I must admit to sharing their concern regarding the parking arrangements and potential confusion, as well as potential access if barrier controls are not modified.

You may wish to address this alongside the amendments required in relation to the FRA. Please make sure any comments or additional/amended plans are received before or alongside the revised FRA details are received.

I would also be grateful if you could provide an indication of a likely timescale for submission of the FRA amendments etc.

Regards



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From: Long, Jim (Place) [<mailto:jim.long@staffordshire.gov.uk>]
Sent: 01 May 2018 09:26
To: Sally Brown
Subject: Application No 18/28213 - Re Parking Provision

Hi Sally

I have gone through this application and the main issue, that needs to be resolved/discussed is the night time parking provision.

I don't have an issue with a large area of the carpark being closed off, at night time but the area reserved area should not be marked up with 8 disabled bays and 8 family bays. I appreciate that these bays are for the general shopping area during the working day but forcing non/disabled users to occupy these bays at night time could lead to a miss use of disabled bays during the day and at other locations.

The preferred answer is to move the reserved parking area, possibly to the east end of the carpark next to the drive thru. An alternative to reposition the disabled/family bays away from the night time reserved area.

Regards

Jim Long

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