

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/1111 **Your Ref:** MP/P/2016/1111
Date: 15th December 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 334 508 The Elms, Rhosddu Road, Wrexham.

Development: Ground floor extension and internal and external alterations.

The Elms, Rhosddu Rd - Access

I refer to your consultation dated 14/12/2016 in respect of the above.

The proposed development site is located on Rhosddu 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 along this section.

Based on speeds of 25mph, 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.

Visibility from the existing access serving the development site is inadequate in both directions providing splays of approximately 2.4 x 7m to the north and 2.4 x 11m to the south measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing 1.2m high brick pillars on both sides of the access. Visibility is also impeded to the north by the existing 1.1m high boundary wall. Adequate visibility would appear achievable from the existing access if these features were lowered to a maximum height of 1.0m above the adjoining carriageway.

The existing access is 5m wide and can accommodate the simultaneous passage of 2 no. vehicles.

I would normally therefore not wish to support any proposed development that is likely to result in any increase in vehicle movements through this sub-standard access. The proposed development would appear to involve the intensification of use at the site.

Parking & Turning Provision

The existing car park is not formally marked out. Current parking arrangements at the site appear very congested with in excess of 15 cars attempting to park at the site. This results in cars blocking in parked cars either side of the car park when vehicles park in the middle of the parking area which is not ideal. The current parking arrangements result in inadequate space being left for turning. I assume that this results in cars having to reverse out onto Rhosddu Road which is unacceptable.

If the existing car park was formally marked out in accordance with LPGN 16 guidance allowing for turning of vehicles, the car park would only appear capable of accommodating approximately 13 spaces (ie/ 10 spaces along the rear boundary fence at 90° and 3 no. 2m x 6m spaces laid out parallel alongside the front boundary wall). This would leave approximately 6m behind spaces for turning.

Assuming a gross floor area of 543m², the existing LPGN 16 - D1 Use would require a maximum of 24 spaces. Assuming a gross floor area of 645m² with the proposed extension, the proposed development would require a maximum of 28 spaces. There are only approximately 13 spaces available on site. This would equate to a 54% shortfall in parking provision compared with maximum standards.

Given that it is proposed to transfer a number of staff from Hafod on Grosvenor Road into the The Elms Site, I would raise serious concerns over the adequacy of the existing and proposed parking provision at the site and its potential impact on the free flow of traffic on Rhosddu Rd.

No details of existing / proposed daily vehicle movements at The Elms has been provided with the application. **I would recommend that the applicant addresses the above concerns.**

The submitted Design & Access Statement indicates that the proposed combined SMS (Substance Misuse Services) facility will have 32 staff operating from The Elms building. Of these, it is proposed that 24 + 2 visitors require car parking spaces. As there are only 13 spaces in reality at the The Elms site, this would suggest that at least 13 spare spaces would also be required in the existing BCUHB Romano car park located along Grove Road.

Romano Site, Grove Road – Access

The Romano site is located on Grove Road which is a 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 along this section.

Based on such speeds, 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.

Visibility from the existing access serving the development site is inadequate in both directions providing splays of approximately 2.4 x 12m to the north east and 2.4 x 14m to the south west measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing 1.9m high stone pillars on both sides of the access. Visibility is also impeded to the north east by the existing 1.2m high boundary wall. Adequate visibility may be achievable from the existing access if these features were lowered to a maximum height of 1.0m above the adjoining carriageway.

The existing access is 5.6m wide and can accommodate the simultaneous passage of 2 no. vehicles. However, the existing dropped kerbs are only 2.7m wide. I would therefore recommend that the existing dropped kerb crossing is widened to the same width as the access.

I would normally therefore not wish to support any proposed development that is likely to result in any increase in vehicle movements through this sub-standard access.

Parking & Turning Provision

Having visited the nearby Romano site, I understand the existing facility at this site includes a car park with approximately 28 spaces. I understand that this car park is also intensively used for the existing facility and at best typically only has 2 or 3 spaces free each day. I understand that various meetings are frequently held at this site and cars struggle to park and often double park. I would therefore raise concerns that this car park has adequate capacity to cater for any additional parking required by the proposed combined Elms Site. **I would recommend that the applicant addresses the above concerns.**

Although the above sites are located in Wrexham Town Centre ie/ sustainable location, there would appear to be a significant reliance of staff using cars at both sites and I would raise concerns that parking and access is already an issue at these sites.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peterworthwaite

PM

Service Manager Environment