

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning

Our Ref: EP/DC/PP/P/2016/1117 **FAO:** Kevin Hughes

Date: 16th December 2016 **Your Ref:** KH/P/2016/1117

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 320 505 Yale Spire Hospital, Croesnewydd Road, Wrexham.

Development: Extensions and alterations to existing hospital to provide additional healthcare, ancillary and administrative accommodation with additional car parking and new site entrance.

I refer to your consultation dated 15/12/2016 in respect of the above.

Access (Drg. No. SYH-LAW-X-X-DSP-AR-910101 Rev P1)

The proposed development site is located on Croesnewydd Road which is a busy, classified road subject to a 30mph speed limit.

Any proposed access will be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. It would appear possible to provide the required splays from the proposed access. **However, could you please ask the applicant to indicate the required splays on a revised layout plan.**

The proposed access will require modification to the existing right hand turning lane serving the former Brother Site. It is important that adequate waiting space is provided for both the new hospital access and the proposed MacBrydes Residential Site (currently under construction). It is proposed to maintain a waiting lane of 16m for vehicles turning right into the MacBrydes site which is considered acceptable. The applicant will need to liaise with MacBrydes to ensure that modifications to the existing right hand turning lane are co-ordinated. It is proposed to provide a waiting lane of 16m in length for vehicles turning right into the new hospital access which would appear acceptable.

In terms of the location of the new access in respect of any existing accesses on the opposite side of Croesnewydd Road, I would normally recommend a minimum stagger distance of 25m (c/l to c/l). Could you please re-locate the proposed hospital access further south to achieve the above separation distance. This will require the deletion of the proposed hatching between the new access and MacBrydes site access. Modifications to the proposed parking arrangements will be required to incorporate the above detail. **I await a revised layout plan.**

The submitted layout plan indicates a 6m wide access incorporating 6m kerb radii to serve the main car park which is considered acceptable. However, the submitted layout plan does not include details of the required pedestrian crossing points (including tactiles) across the narrowest part of the access. This will require a section of footway to be extended into the site either side of the access. Tactiles shall be 3 units wide by 1 unit deep (400mm x 400mm concrete units). The back of tactiles shall indicate the new limit of adoption. **Please ask the applicant to indicate this detail on a revised layout plan.**

No private surface water will be allowed to flow onto the adjoining highway. An Aco drain or similar will be required across the proposed access (behind limit of adoption) to intercept any private surface water run-off.

No details of the proposed gradient of the new access has been provided.

Please ask the applicant to indicate the above detail on a revised layout plan for further approval.

Safety Audits

A revised independent Stage 1 Safety Audit will be required to incorporate the above modifications confirming that the proposed layout is acceptable.

Please note that Stage 2 & 3 Safety Audits will be required and should be included as part of the required s.38 / 278 submission.

Traffic Generation

Could you please ask the applicant to provide existing and proposed daily vehicle movements through the existing / new hospital access including am / pm peak hour movements for further consideration.

Parking & Turning Provision

I assume that the existing car park and service area at the southern end of the site will still be used for staff parking provision and general servicing.

In terms of the revised car parking arrangements to the north of the site, I comment as follows:-

Based on the existing gross floor area of 1711m² (LPGN 16 – D1 Use), the existing hospital would require a maximum of 70 spaces (54 spaces currently provided). Based on the proposed total gross floor area of 2032m², the proposed development would require a maximum of 83 spaces.

It is proposed to provide 94 spaces which is considered acceptable. However, the proposed car park will need to be modified to incorporate the re-located access. **Please ask the applicant to indicate this detail on a revised layout plan.**

Construction Traffic Management Plan (including details of contractor parking)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval.

Car Park Lighting

Any proposed lighting within the modified car park must not cause any glare or distraction to vehicles on the adjoining highway.

Although I have no objections in principle to the proposed development, I would recommend that the applicant addresses the issues raised above. I await the requested information.

Supplementary Notes

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

Notes to Applicant

- *No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:
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- 1) *Detailed layout, design, drainage and construction of the proposed new access / footway.*
- 2) *Modifications to existing right hand turning lane along Croesnewydd Road.*

The scheme as is approved shall be fully implemented prior to first use of the development.

- *The proposed highway works should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Peter Oorthwaite

P Service Manager Environment