

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0308 **Your Ref:** PF/P/2012/0308
Date: 12TH June 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 348 501 Caia Park Primary Care Resource Centre and Offices with Associated External Works.

Development: Erection of two storey Health Centre and Offices with associated external works.

I refer to your consultation dated 27/04/2012 and revised layout plan (Drg. No. C413[PL]10) in respect of the above.

The proposed development site is located on Prince Charles Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the existing traffic calming measures in place along this section.

The site is already occupied by 3 no. existing buildings (phases 1 – 3) which are occupied by the Caia Park Partnership (CPP). The proposed development consists of a new Health Centre which will include a doctors surgery, dental practice and consultation space for Social Services (BCUHB).

Any proposed / existing access along this section 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 which there shall be no obstruction in excess of 1.0m in accordance with Manual for Streets.

It is proposed to close up the existing vehicular access serving existing phases 1- 3 and replace with a pedestrian access. I would recommend that the existing dropped kerb serving this access is reinstated to full height footway construction (see note).

The proposed access to serve both the existing phases and the new health centre indicated on the revised layout plan includes a 5.5m wide access with 6m minimum kerb radii which is considered adequate. However, I would recommend that the proposed traffic calming ramp across the entrance is deleted and replaced with standard dropped kerbs and appropriate tactile paving (see note). I would recommend that the proposed footways into the site either side of the access are a minimum of 2.0m wide.

The current limit of adoption extends approximately 12m into the site from the kerblines. I would recommend that any proposed dropped kerbs / tactiles are located up to this point.

No dropped kerb / tactile pavings have been indicated across the proposed access in line with the back of footway.

The existing footway along the site frontage only appears to be 1.8m wide. I would recommend that this footway is widened to 2.0m in the interest of pedestrian safety (see note).

Could you please ask the applicant to provide a revised layout plan indicating the above detail.

I understand that an existing public footpath (Wrexham 16) runs through the proposed development site and will need to be diverted (see note).

In terms of parking provision at the proposed development site, I comment as follows:-

Existing Phases 1-3

The existing 3 phases consist of 932 m² gross floor area. Assuming B1- Office Use, the existing 3 phases would require 1 car space per 30 m² GFA. This would equate to the requirement for a maximum of 31 spaces. A total of 46 spaces have been proposed for these 3 phases which is more than adequate.

Proposed Health Centre

The proposed Health Centre consists of :-

140 m² GFA – B1 Business Use, non-shared use space (1 space per 30 m² GFA) which would require a maximum of 5 spaces.

452 m² GFA – D1 Non Residential Use, non-shared use space (2 car spaces plus 1 car space per 25 m² GFA) which would require a maximum of 20 spaces.

276 m² GFA – D1 Non Residential Use (shared space) which would require a maximum of 11 spaces.

This would require a maximum overall parking requirement for the Health Centre of 36 spaces. Although only 32 spaces have been allocated to the Health Centre, I understand that the parking spaces at the site will be communal and the 15 surplus spaces provided for the existing 3 phases can also be utilized by those visiting the Health Centre.

In summary, the maximum total number of spaces required for the existing buildings (phases 1 – 3) and the Health Centre is 67. A total of 78 spaces have been provided overall which is considered adequate.

Turning provision for delivery vehicles within the curtilage of the site appears adequate.

I therefore have no objections to the proposed development and would recommend that any permission be subject to the following conditions:-

CONDITIONS

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved Drawing No. C413[PL]10 shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

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NO PRIVATE SURFACE WATER RUN OFF

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

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E07N

SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

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: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new access including footways serving the development site*
- 2) *Details of the proposed footway widening along the site frontage.*
- 3) *Details of the proposed reinstatement of the existing vehicular access to full height footway construction.*

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

Supplementary Notes

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

Notes to Applicant

- *The proposed access including footways 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

- *Public Footpath no. 16 (Wrexham)) runs through the development site and will require a Diversion Order. I would recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.*

P. P. 
Network and Infrastructure Manager

