

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/PP/P/2023/0886	Your Ref:	P/2023/0886
Date:	06/02/2024		

TOWN AND COUNTRY PLANNING ACT 1990

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FFITRWYDD AC YSTAFELLOEDD YMGYNGHORI(RHANNOL ÔL-WEITHREDOL) / CHANGE OF
USE FROM CARE HOME TO OVER 50'S APARTMENTS AND ERECTION OF FITNESS STUDIO
AND CONSULTATION ROOMS (PARTLY IN RETROSPECT)**

TREWYTHEN HALL VICARAGE LANE GRESFORD WREXHAM
Grid Ref: E 335306.46 N 354513.84

I refer to your consultation / email dated 10/01/2023 in respect of the above.

Access

The development site is located on Vicarage Lane which is a classified road currently subject to a 20mph speed limit west of the Trewythen Hall access and 60mph east of this access.

Based on typical speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving Trewythen Hall is adequate in the north westerly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. However, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 16m measured to the nearside edge. Visibility is impeded in this direction by the existing boundary wall / hedgerow / mature trees / embankment. However, adequate visibility could be provided in this direction by removing these features.

The existing access is approximately 16m wide reducing to 5m in width, 5.9m behind the adjoining carriageway. The access is paved with hard bound materials.

I would normally be unable to support any proposed development at the site which would result in any significant increase in vehicle movements served off this substandard access without providing adequate visibility.

Although the village centre is only a relatively short distance from the development site, there are no existing footways between the site and the junction with Chester Road to the north west. There is no scope to construct a new footway alongside the existing carriageway leading to the village centre given the limited available carriageway width between the existing properties along this section. Residents / staff / visitors walking from the proposed development site would have to walk in the order of 250m along Vicarage Lane without the benefit of any footway provision to reach any existing footway provision within the village which is considered unacceptable.

Some of the existing properties along this section of Vicarage Lane do not have adequate off-street parking provision which results in vehicles being parked along the highway. Parked vehicles typically affect vehicle flows along this section and can result in pedestrians walking along the road having to walk around these vehicles which is not ideal.

I understand that a previously conducted traffic count along Vicarage Lane measured average two way daily flows (12 hr flows) of 766 movements, which included both cars and HGVs. I have visited the site on a number of occasions and witnessed a significant number of vehicles parked along this section of Vicarage lane on both sides of the road. I have witnessed both milk tankers and tractor / trailers trying to negotiate between these parked vehicles on a number of occasions.

The proposed development site would therefore not appear to meet the requirements of the settlement policies (Accessible Housing Development - 3.4 & 3.6) detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

Recent Appeal Decisions

A recent appeal decision on land opposite the site on Vicarage Lane was dismissed (ref: P/2018/1063 – Erection of 44 Dwellings). The inspector considered that safe pedestrian access links were not provided to public transport stops, local shops and facilities.

A recent appeal decision on land off Old Wrexham Road was dismissed (ref: P/2019/0336 – Erection of 8 Dwellings). The inspector considered that a significant proportion of this section of Old Wrexham Road is not served by a pedestrian footway. It is also material to note that a number of the existing dwellings located along this route do not benefit from off-street parking, meaning that parked vehicles materially reduce the width of the carriageway and constitute an obstruction to pedestrians.

Traffic Generation

I understand that Trewythen Hall is a care home which typically provides accommodation for older people some of who require medical care. I assume that the number of vehicle and pedestrian movements associated with the existing use would be significantly less than what could potentially be generated by the proposed development. The proposed development not only appears to be intended for over 50's accommodation but also includes a new build fitness studio and consulting rooms. However, I understand the proposed fitness studio and consulting rooms will be ancillary to the proposed apartments. I assume that these facilities will only be available for use by existing residents. I assume that if these facilities are classed as ancillary then they would not require any additional parking provision as normally required by LPGN 16 and would be controlled by a suitable condition. **This detail requires clarification.** If however they did have public use, this could potentially generate increased vehicle / pedestrian movements along Vicarage Lane which would be a concern

No details appear to have been provided on whether any staff will be employed to service the apartments and additional facilities. It is assumed that any staff would also require parking provision and increase vehicle movements at the site. **This detail requires clarification.**

The development appears to be retaining the existing 20 no. assisted living bungalows at the rear of the site and changing the use of the care home and coach house to over 50's apartments along with a new build for fitness studio and consulting rooms. I understand the proposed apartments will comprise 17 no. 1 bed apartments and 4 no. 2 bed apartments.

The submitted Transport Statement includes TRICs data from a number of sites around the country ie/ care home (elderly residential) & residential – retirement flats for comparison purposes.

Trip Rates (Current Use)

The submitted data in respect of pedestrian movements appear quite high ie/ 23 movements per day. When previously visiting the site or passing the site, I have rarely observed any pedestrian movements in / out of the site.

The submitted traffic generation figures indicate 56 two way movements per day.

Trip Rates (Proposed Use)

The submitted data in respect of the proposed development refers to “retirement flats”. However, the proposed use of the site is for 21 no. over 50's apartments. Residents of this age category are not necessarily retired and some of these residents could be of working age.

The submitted data in respect of pedestrian movements is 22 movements per day which may not be the case if the residents are still working.

The submitted traffic generation figures indicate 46 two way movements per day which may also not be the case if the residents are still working. This equates to an average of around 2 movements per apartment per day which may not represent residents who are typically over 50 yrs old.

No details of existing on site / off-road parking provision has been provided for the sites considered in the TRICs data. Such provision could influence the traffic movements in / out of the chosen sites.

The TRICs data used for the proposed development ie/ retirement flats may not be indicative of the actual development ie/ over 50's apartments. It may be considered appropriate for more relevant TRICs data to be used that reflects the proposed use.

However, on the basis that the submitted TRICs data is acceptable then the proposed development may be considered not to generate any significant difference in vehicle and pedestrian movements.

Active Travel

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

Parking & Turning Provision

Adequate parking & turning provision will be required within the curtilage of the site.

Details of the proposed LPGN 16 class use of the proposed fitness studio and consulting rooms (including gross floor areas) along with any parking provision for this facility will need to be provided.

I understand the proposed apartments will comprise 17 no. 1 bed apartments and 4 no. 2 bed apartments. Based on LPGN 16 requirements, the proposed apartments would normally require a maximum of 34 spaces. The submitted layout plan (Drg. No, 700 Rev P02) indicates a total 34 spaces which is considered adequate.

Conclusion

The submitted TRICs data would appear to indicate that the proposed development will not result in any significant increase in vehicle or pedestrian movements at the site compared with the current carehome. I would therefore have no objections in principle to the proposed development.

Supplementary Notes

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

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

- 1. Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
- 2. Use of a parking space for a set down/delivery area;*
- 3. Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being asked to repair damage by the Applicant whilst carrying out their works);*
- 4. If any lane closure or obstruction of the highway is required for a crane or similar;*
- 5. Protection against dust and debris blowing onto the public highway*
- 6. Construction traffic parking locally avoiding nuisance to others;*
- 7. If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
- 8. Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
- 9. A section 278 agreement works agreement is required for more significant alterations to the existing highway*
- 10. Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
- 11. For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

- *No surface water from the applicants site should be allowed to drain onto the public highway,*
- *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
- *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.

A handwritten signature in blue ink, appearing to read 'K. Jones', is positioned above the title of the Chief Officer.

Chief Officer, Environment & Technical