

MEMORANDUM

From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2015/0900

Your Ref: MP/P/2015/0900

Date: 5th February 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 332 506 16 To 18 Grosvenor Road, Wrexham.

Development: Erection of 34 Bed Care Home (Class C2) together with provision of 10 car parking spaces.

I refer to your consultation / email dated 04/02/2016 including revised layout plan (Drg. No. 1477 / F03 / S02 / Rev E – Dated 03/02/2016) in respect of the above.

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

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There would appear to be 2 no. existing access points serving the development site:-

Southerly Access Point

This existing access is 6m wide and provides visibility splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. This access is located approximately 9m away (to the south) from the controlled pedestrian crossing along Grosvenor Road. I assume that this access was used for entry & exit purposes. It is proposed to utilize this existing access as the main access (both in / out) to serve the proposed development site. It is proposed to provide 10 no. parking spaces off this and a turning head capable of accommodating the turning movements of a 9m long refuse vehicle.

Central Access Point

This existing access is 4.6m wide and suffers from poor visibility, providing splays of approximately 2.4 x 11m in both directions measured to the nearside edge of the adjoining highway. This access is located approximately 9m away (to the north) from the controlled pedestrian crossing along Grosvenor Road. Visibility is impeded in both directions by the existing 1.6m high pillars located either side of the access. I assume that this access was also used for entry & exit purposes. It is proposed to provide 4 no. parking spaces off this access.

I would suggest that the existing brick pillars and wall are lowered to a maximum height of 1.0m above the adjoining road level in order to maximize visibility from this existing access.

Recycling / Servicing Arrangements

The proposed turning head indicated on the revised layout plan provides adequate turning space for refuse vehicles and delivery vehicles with a maximum length of 9m. I understand that it is intended to utilize a private waste company to service the site. This detail including maximum length of refuse / delivery vehicle will need to be controlled by a **Service & Delivery Management Plan**.

Parking Provision

I understand that It is proposed to provide 30 no. 1 bedroom extra care apartments and 2 no. 2 bed flats (34 beds total) at the site. I understand that the proposed development would come under Class C2 – Residential Care Home Use for which LPGN 16 would normally require a maximum of 1 car space per 2 bed spaces. This would equate to a maximum requirement of 17 spaces. However, consideration will need to be given to the proximity of the site to the town centre, existing car parks and public transport facilities. It is proposed to provide 14 no. parking spaces at the site which equates to 82% parking provision compared with maximum standards.

The submitted Transport Statement suggests that other sites of this size around the country typically generate around 3 – 4 visits per day by visitors with car ownership for residents being zero. I understand that 30 staff will be employed at the site and will operate a shift system. It is anticipated that 70% of the 12 no. staff who would be on site at any one time (ie/ 8 no staff) would arrive by car and require a parking space. **I understand that a condition will be included to prevent residents from parking at the development site.**

I understand that there are significant on-street parking problems in close proximity to the site along Gerald Street and Vernon Street which causes particular annoyance to residents in this area. This issue is not helped by the lack of off-street parking provision at the majority of properties along these streets. Any potential shortfall in parking provision at the development site may well lead to additional parking along these streets if visitors / staff cannot find a space within the curtilage of the site. However, given the nature of the development site and its close proximity to the town centre I would consider parking provision at the site to be adequate.

Construction Traffic Management Plan

I would recommend that the applicant submits a Construction Traffic Management Plan including provision for contractor parking for approval prior to commencement of works.

I therefore have no objections in principle to the proposed development and recommend that any permission includes the following conditions:-

CONDITIONS

ZJ41
026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. **1477 / F03 / S02 / Rev E – Dated 03/02/2016.**

- NONSTD 038R** **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) – SOUTHERLY ACCESS**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 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.
- ZJ07 043R** **ACCESS SURFACE (5 metres)**
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
- ZJ09A 033R** **NO GATES WITHIN 10 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- NONSTD 026R** **SERVICE DELIVERY MANAGEMENT PLAN**
No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.
- ZJ45 026R** **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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



 Service Manager Environment