

MEMORANDUM

From:	Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	TH/DC/PP/2011/0775	Your Ref:	PF/P/2011/0775
Date:	14 TH November 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 507 Richmond House, 31 Grosvenor Road, Wrexham.

Development: Three Storey Extension to Rear of Existing Office and Residential Building.

I refer to your consultation dated 27/10/2011 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. However, I would estimate typical vehicle speeds at being around 25mph given the proximity to the Rhosddu Road roundabout and signalized pedestrian crossing.

Grosvenor Road is subject to a Traffic Regulation Order including " no waiting Mon to Sat 8am – 6pm & no loading 8am - 9:30am / 4:30 – 6:00pm ".

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 onto Grosvenor Road is adequate in the north easterly direction providing a splay in excess of 2.4 x 33m. However, visibility in the south westerly direction is inadequate providing a splay of 2.4 x 7m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction in that the required splay would cross over 3rd party land.

The access is only 3.5m wide and cannot support the simultaneous passage of 2 no. vehicles.

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

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

There would currently appear to be 13 no. parking spaces to the rear of the site with adequate turning provision. The proposed development intends to reduce the number of available spaces to three. There would only appear to be 5.8m clearance behind each proposed space for turning, not 6m as required by LPGN 16. However, there would appear to be scope within the site to provide the required 6m clearance behind each space.

I understand that 8 no. staff will be employed at the development site. However, the submitted Travel Plan appears to suggest that only 7 staff are to be employed.

I understand that Richmond House, owned by The Wallich has 5 bed spaces for street homeless and a ground floor office for 4 members of staff. It is proposed to extend the rear of this property to provide an additional 7 bed spaces for The Wallich. On the ground floor of the proposed extension, a drug and alcohol drop in centre is proposed operated by SMAT to provide a needle exchange, counseling and amenities eg/ shower, laundry & kitchen. The proposed drop in facility is a re-location of a current drop in centre currently operating from The Elms on the corner of Rhosddu Road.

It is proposed that the staff employed at the drug and alcohol drop in centre currently located at the Elms on Rhosddu Road approximately 70m away will continue to park at The Elms car park and walk to Richmond House. I understand that staff operating from here also have the option of parking at the Grove Road Health Centre located nearby.

It is proposed that accommodating existing staff car parking off site will free up spaces at Richmond House which can then be used in a more flexible manner for the dropping off/ picking up of staff and visitors.

A Travel Plan was submitted with this application which included a travel survey which suggests that 4 out of 7 existing staff travel by car. Of these staff, 1 each park at the Elms and St Johns House and a further 2 usually park on street in Vernon Street or Lorne Street. However, Vernon Street is subject to a Traffic Regulation Order which restricts access to residents and visitors only. The 2 no. members of staff parking along Vernon Street would therefore appear to be doing so illegally.

This survey would therefore appear to suggest that none of the existing staff park at Richmond House itself. However, upon visiting the site on the 09/11/2011, 8 out of the 13 available spaces at Richmond House were occupied.

However, although the overall parking provision is to be reduced at Richmond House, the site is considered to be in a sustainable location with good transport links, close proximity to Wrexham bus station and nearby public car parks. Parking provision at the development site is also supplemented by additional parking available at The Elms and St. Johns. However, it is not clear as to whether the proposed alternative parking provision at these two sites is to be provided in perpetuity. It is considered that the majority of people attending the development site are not likely to own a car and will arrive on foot.

The reduction in parking provision at the proposed development site will significantly reduce the number of vehicle movements through this existing sub-standard access which is a significant benefit in highway terms.

Although I would have no objections to the proposed accommodation for the homeless and drop in centre with this proposed level of parking provision, I would recommend that any permission is restricted to this particular development in order to avoid any future re-development of the site which may require a significantly increased level of parking provision (eg/ residential apartments / student flats).

I therefore have no objections to the proposed development and recommend that any permission include the following condition:-

CONDITION

- ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and 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.

Supplementary Notes

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


Infrastructure Manager

