

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0855 **Your Ref:** MP/P/2019/0855
Date: 4th December 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 336 510 36 Chester Road, Wrexham.
Development: Change of use from guest house to a residential care home.

I refer to your consultation / email dated 20/11/2019 in respect of the above.

Access

The proposed development site is located on Penymaes Avenue which is a classified , residential 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.

Any proposed / existing access 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 6.1 m wide main access is inadequate in both directions providing splays of approximately 2.4 x 7m to the west and 2.4 x 9m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing stone pillars and holly hedge along the frontage of the site.

I would not normally support any proposed development that is likely to result in an increase in vehicle movements through such a sub-standard access. I would suggest that the applicant considers carrying out improvements to the existing access to improve / maximize visibility.

The access is currently surfaced with loose chippings. I would normally recommend that such an access is surfaced with hard bound materials (eg/ bituminous macadam) for a minimum distance of 5m behind the adjoining highway.

Parking & Turning Provision

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

I understand that there are currently 19 bedrooms at the property for the existing guest house and a tea room at the eastern end of the site which is not currently in use. There would appear to be space within the main car park for at least 12 cars. There is also an existing single driveway / access at the eastern end of the site which can accommodate approximately 2 cars. I assume that this existing access will be retained.

I assume that the proposed residential care home will come under LPGN 16 - Class C2 Use which requires a maximum of 1 car space per 2 bed spaces. The proposed development would therefore require a maximum of 10 spaces.

The proposed development is considered to have a reduced parking demand compared with its previous use (guest house).

A car parking layout plan does not appear to have been submitted indicating the proposed spaces. I would recommend that the applicant provides a suitably scaled layout plan indicating this detail.

There would appear to be sufficient space within the site for typical delivery vehicles small / medium sized vans to turn.

Traffic Generation

The proposed development is considered likely to result in a reduction in vehicle movements at the site.

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

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. -----.

NONSTD ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access to the car park 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.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

Supplementary Notes

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



 Chief Officer, Environment & Technical