

# MEMORANDUM

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**From:** Chief Officer, Environment & Technical    **To:** Chief Officer Planning & Regulatory  
**Our Ref:** ET/DC/P/2019/0576    **Your Ref:** SEH/P/2019/0576  
**Date:** 16<sup>th</sup> October 2019

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

**Location:** O. S Grid Ref: 334 509 The White House Residential Care Home, 5 Grove Road, Wrexham.

**Development:** Extensions to care home to provide additional bedrooms and improved lounge / office space.

I refer to your consultation / email dated 14/10/2019 including revised layout plan (Drg. No. T071/004 Rev C) and comments from Blueprint in respect of the above.

## **Access**

The development site is located on Grove Road which is a classified road subject to a 30mph speed limit.

Assuming speeds of 30mph, any proposed / existing access in this location 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 as follows:-

### **North Easterly Access**

This access is approximately 3.4m wide, hard paved and gated 4.4m behind the adjoining carriageway.

Visibility from this existing access is adequate in the south westerly access providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. Visibility in the north easterly direction is inadequate providing a splay of approximately 2.4 x 33m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the adjoining boundary wall.

I would therefore not be able to support any significant increase in vehicle movements through this access. **However, I understand that this access is not used as a vehicular access but is purely used to place bins on the footway on collection days.**

### South Westerly Access

This access is approximately 4.5m wide and paved with hard bound materials. This would appear to be the main access to the site. The access is of sufficient width to serve as a shared access.

Visibility from this existing access is adequate in the north easterly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. Visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 35m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the adjoining boundary wall / pillars.

I would not be able to support any significant increase in vehicle movements through this access based on the current available visibility.

**I previously recommended that the applicant provided details of the existing / proposed daily vehicle movements at the site for further consideration. The applicant has indicated that a significant number of visitors walk to the premises as they live locally and some visit using public transport given the proximity of the site to the bus station. It could therefore be considered that the proposed additional bedrooms will not significantly increase vehicle movements at the site.**

The existing dropped kerb fronting the access would benefit from being widened by 2 kerb lengths. The applicant would need to apply for Section 184 consent to carry out this work. This would improve access at the site.

### **Parking & Turning Provision**

I understand that there are currently 32 bedrooms at the property and it is proposed to increase these to 35 bedrooms. Based on LPGN 16 requirements, the proposed care home would normally require a maximum of 1 car space per 2 bedspaces. The existing care home (32 bedrooms) would therefore require a maximum of 16 spaces and the proposed care home (35 bedrooms) would require a maximum of 18 parking spaces.

The care home currently appears to provide approximately 9 spaces plus a space for an ambulance plus a communal area for turning.

The existing level of parking provision (9 spaces) equates to a 50% shortfall in parking provision compared with LPGN 16 maximum standards. **However, the revised layout plan (Drg. No. T071/004 Rev C), indicates increased parking provision of 11 spaces plus an ambulance bay which is a significant improvement on existing provision. This would require modifications to the existing borders / landscaping.**

I previously recommended that the applicant provided details of how parking is managed at the site (given the limited spaces) and how visitors are / could be staggered throughout the day. **The applicant has indicated that there only typically 3 staff that attend on a daily basis and estimate that there will only be a maximum of 6 visitors in total attending the site at any given time following the completion of the development. In order to ensure that parking provision is adequate at the site, it may be considered appropriate to include conditions (or a car parking management plan) which limit the number of visitors travelling by car who require parking on site at any one time and to control visiting on an appointment only basis.**

Based on the information provided, I would raise no objections to the proposed development and recommend any permission include 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(s) No. -----.

### **ZJ17 VISIBILITY SPLAYS (NEARSIDE)**

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres to the north east and 2.4 metres x 35 metres to the south west 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 of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

### **NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR**

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). ----- shall be fully laid out (with white lining materials), 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.

### **NONSTD DROPPED KERB VEHICULAR CROSSING - WIDENING**

026R The vehicular access hereby approved shall be widened by two kerb lengths and take the  
E05NA form of a dropped kerb vehicular crossing.

## Supplementary Notes

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

## Note to Applicant

### **E05NA FOOTWAY CROSSING LICENCE**

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerbline and cross the footpath at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.



 Chief Officer, Environment & Technical