

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: 6th January 2015

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 06/01/2016 including revised layout plan (Drg. No. 1477 / F03 / S02 / Rev C – Dated 23/11/2015) 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 would appear that this existing access will be utilized as the main access (both in / out) to serve the proposed development site.

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.

I assume that this access will revert to a pedestrian only access which would require the reinstatement of the existing dropped crossing to full height footway construction. Such works will require s.184 consent.

Given the proposed low level of parking provision provided, I would suggest that 6 no. additional spaces are provided off this access to make a total of 16 spaces ie/ 94% parking provision. 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. **Could you please ask the applicant to indicate the above detail on a revised layout plan.**

Proposed Access Arrangements

It would appear that adequate turning space for refuse vehicles and delivery vehicles would have been available within the curtilage of the site when used as offices and such vehicles will still need to access the site for the proposed extra care units.

The submitted layout plan (Drg. No. 1477 / F03 / S02 / Rev C) has attempted to demonstrate the swept path movements of an 9m long refuse vehicle accessing the site for refuse collection. However, the WCBC Refuse Section normally use an 11.2m long vehicle.

The proposed turning head is of insufficient size to accommodate the turning movements of an 11.2m long refuse vehicle.

Could you please ask the applicant to provide a revised layout plan indicating a suitable sized turning head (see attached detail) including the swept path movements of an 11.2m long refuse vehicle entering / turning and exiting the site from both directions (in / out).

Recycling – Bin Compound

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development.

Could you please ask the applicant to liaise with our Refuse Section on Tel: 01978 729682 to discuss the above detail and the adequacy of the area allocated to waste collection.

Parking Provision

Existing

There would appear to be around 37 no. existing parking spaces at the site comprising 12 no. at the front of the site and 25 spaces to the rear of the site.

I understand that the buildings were previously used as offices which would have come under Class B1 Use for which LPGN 16 would normally require a maximum of 1 car space per 30m² gross floor space.

Without specific details of the existing floor areas (m²), it is difficult to assess whether the existing site had appropriate parking provision.

Proposed

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. Only 10 no. spaces are proposed at the site which equates to a 41% shortfall in parking provision.

However, even if a condition is imposed restricting occupancy for example" to the over 55s", I would have thought that a number of residents would still want to own a car in order to enjoy their retirement.

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 a maximum of 12 no. staff would be on site at any one time.

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.

Although, I have concerns regarding the proposed level of parking provision at the development site, it may be argued that the nature of the development site and its close proximity to the town centre would offset the requirement for additional parking provision. However, if it is not proposed to increase parking provision at the site, I would recommend that a condition is imposed which prevents any residents from parking a car at the site. The proposed 10 no. spaces could then be restricted to use by staff and visitors only. However, I would suggest that 6 additional parking spaces are provided off the existing central access (ie/ 3 spaces either side of the access with 6m clearance between).

Although, I have no objections in principle to the proposed development, I would recommend that the applicant provides the requested additional information.

Supplementary Notes

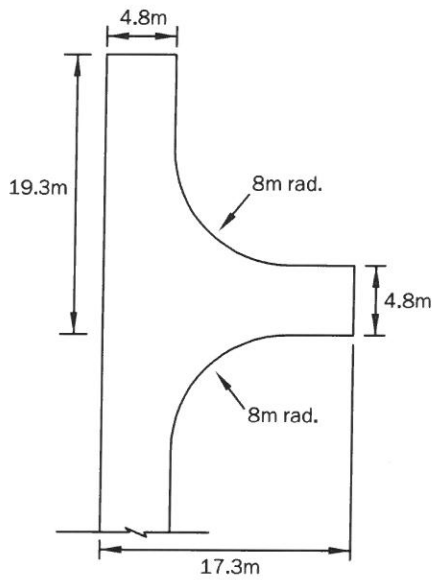
The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

Peter O'Connell
Service Manager Environment

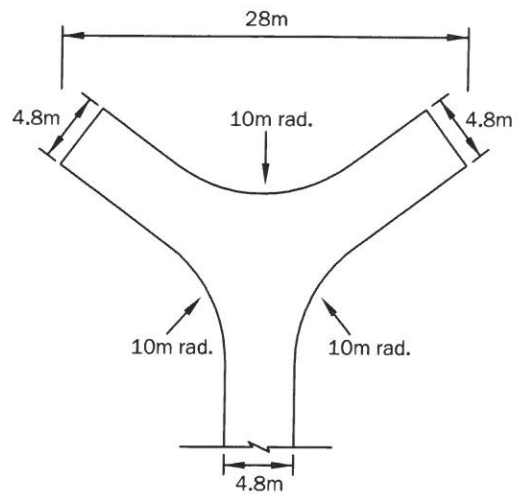
Turning Areas

4.8m Wide Carriageway

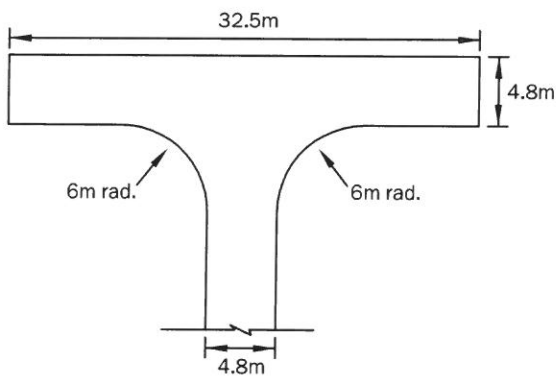
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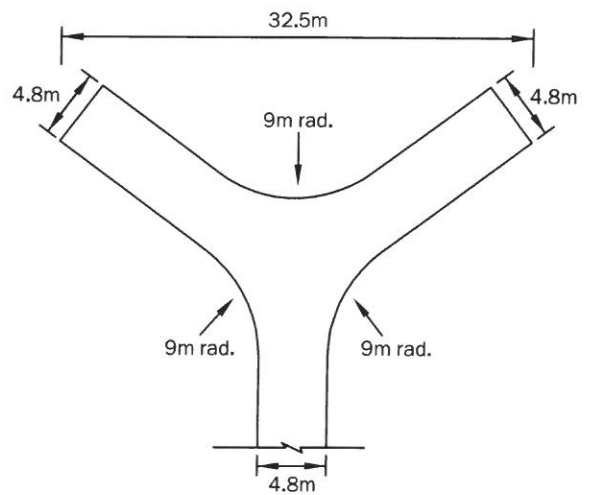
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Note:

Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500