MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0022	**Your Ref:**	P/2025/0022
Date:	18th February 2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH D1 (MEITHRINFA) I DDOSBARTH D2 (CYFLEUSTER CYMUNEDOL) GAN GYNNWYS SIOP GOFFI GYSYLLTIEDIG / CHANGE OF USE OF BUILDING FROM CLASS D1 (NURSERY) TO CLASS D2 (COMMUNITY FACILITY) INCLUDING ANCILLARY COFFEE SHOP

LOCATION: POLICE STATION, 76 CHESTER ROAD, GRESFORD, WREXHAM, LL12 8NT

I refer to your consultation / email dated 21/01/2025 in respect of the above.

General

The site was previously granted consent on 31/10/2022 (ref: P/2022/0600) for a change of use of police station to a childrens day nursery. The development was prevously restricted to a maximum of 24 children on site at any one time to ensure that adequate off-street parking and turning facilities were provided at the site.

Access

The proposed development site is located on Chester Road which is a busy classified road subject to a 20mph speed limit.

Assuming typical speeds of 20mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing / proposed access serving the site is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Pedestrian visibility is also provided from the existing / proposed access.

The access is in excess of 5m wide and is paved with hard bound materials.

Traffic Generation & Parking Demand

It is considered likely that the proposed change of use from a nursery to the proposed community facility with ancillary café could have a similar daily traffic generation to the previous day nursery but with daily movements spread out over the course of the day. The previous nursery would have generated the majority of traffic movements during the peak hours in the morning and at night when dropping off / collecting their children.

The proposed community facility also advertises the following:-

Day	**Function**	**Time**
Wednesdays	Cookery Classes	15:30 – 16:30 17:00 – 18:00
Thursdays	Weekly Well-Being Workshop Soul Sanctuary Meditation	10:00 – 11:00 19:00 – 20:00
Not Specified	Hiring of rooms for workshops, classes, meetings	Not Specified

These additional activities have no details of proposed numbers attending or specified days / times for the hiring of rooms for workshops, classes and meetings.

It is important that the various functions operate without causing any detrimental impact on the adjoining highway ie/ excessive parking demand. **If the application is supported, the LHA recommend that all functions are controlled by an appointment only basis in conjunction with a car parking management plan (CPMP) to avoid the potential for any on-street parking within the vicinity of the site.**

It is understood that the proposed community facility is already operating. During a site visit on the 14/02/2024 it was observed that the existing 10 parking spaces within the car park were all occupied. However, there were no obvious on-street parking issues observed that could be associated with the site or have there been any complaints relating to this potential issue.

Parking & Turning Provision

The existing / proposed site provides 10 parking spaces at the front of the site along with adequate turning provision.

Based on the proposed floor area ie/ 142.5m^2, LPGN 16 (Class D2 Use) would normally require a maximum of 9.5 spaces. The submitted layout plan indicates a total of 10 spaces which is considered adequate. However, the submitted layout plan indicates 10 no. standard parking spaces (ie/2.4 x 4.8m in size). None of the proposed spaces cater for mobility / disabled needs ie/ LPGN 16 Planning Guidance - minimum 10%. However, it does not appear possible to accommodate a space that is 3.6m wide given the limited depth of the site frontage.

<u>Cycle Parking / Shelter</u>

Provision for cyclists is required providing safe and secure cycle parking facilities and secure cycle shelters. LPGN 16 requires 1 cycle space per 150 m² gross floor space. The LHA recommend the applicant provides a suitably scaled plan indicating this provision.

If the application is supported, the LHA recommend a suitable condition requiring a Car Parking Management Plan which includes:-

- Details of how parents / visitors visiting the site by car will be staggered to minimize parking demand eg/pre-booked time slots.

- Statement that no vehicles associated with the site will park on the adjoining highway or streets within the vicinity of the site.

- Details of how parking demand will be monitored / reviewed on a weekly basis and appropriate measures taken should parking demand exceed capacity at the site.

Waste Collection / Recycling

It is assumed that the proposed business will be serviced by a private waste management company.

Conclusion

In conclusion, the LHA request the following additional information:-

- Details of the anticipated numbers of people likely to visit each element of the development and how it is proposed to manage parking demand at the site eg/ pre-booked slots for visitors, parents.

- Provision for cyclists is required providing safe and secure cycle parking facilities and secure cycle shelters. LPGN 16 requires 1 cycle space per 150 m² gross floor space. The LHA recommend the applicant provides a suitably scaled plan indicating this provision.



On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*

7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.