

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/1163 **Your Ref:** SEH/P/2021/1163
Date: 17th March 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 357 552 Marford Community Centre, Pant Lane, Gresford, Wrexham.

Development: Erection of new modular building to be used as a playgroup.

I refer to your consultation / email dated 11/03/2022 including revised layout plan (Drg. No. 2107-14-ELT-00-00-DR-A-1600) in respect of the above.

Access

The development site is located on Pant Lane which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph for vehicles travelling in the north easterly direction and 20mph for vehicles travelling off Chester Road in the north westerly direction given the geometry of the road.

Assuming typical speeds of 25mph, any proposed / existing access serving the development site would normally be required to provide visibility splays of 2.4 x 33m in the north westerly direction and 2.4 x 25m in the south easterly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 25m in the north westerly direction and 2.4 x 22m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is restricted in the north westerly direction by the existing gate, gate-post and boundary fence. Visibility in the south easterly direction is restricted by the existing hedgerow.

Previous Planning Consent Ref: P/2019/0282 included a condition to provide improved visibility splays of 2.4 x 33m in the north westerly direction and 2.4 x 25m in the south easterly direction measured to the nearside edge of the adjoining highway. This condition has not been carried out.

The revised layout plan indicates modifications to the existing access to provide splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable.

The existing access is only 2.9m wide and is gated 3.7m behind the adjoining carriageway. The access is of insufficient width to accommodate the simultaneous passage of 2 cars. The access is paved with hard bound materials. There would also appear to be a 1.7m wide pedestrian gate located alongside the main access. I would normally recommend a minimum access width of 4.8m for such a development. This would require the widening of the existing dropped kerb serving the site (s.184 consent required). I would normally recommend that any gates are removed or setback at least 5m behind the adjoining highway (or preferably no gates).

An Aco drain or similar would normally be required across the access to intercept any private surface water run-off.

The revised layout plan indicates modifications to the existing access to provide a minimum access width of 4.8m and a 1.8m wide pedestrian gate (setback 5m behind the adjoining carriageway). The modified access includes a widened dropped kerb and Aco drain to intercept private surface water run-off which is considered acceptable. I would recommend that the main access gate is left open throughout the day.

Parking & Turning Provision

The existing community centre would appear to have a gross floor area of approximately 225m². The proposed modular building (playgroup) has a gross floor area of 126m². Based on LPGN 16 – Class D1 Use both buildings would require a maximum of 16 spaces. The existing car park appears to have 25 spaces which would be considered adequate. The revised layout plan indicates the provision of 22 spaces which are to be marked out with white lining materials. It is important that 6m clearance is provided behind spaces for maneuverability.

I assume that the existing nursery will continue to operate in both the existing community centre and the new modular building. I assume that the community centre is also used for alternative activities typically during the evenings / weekends.

I understand that the community centre benefits from an existing permitted Class D1 Use where vehicle movements at the site could fluctuate significantly. Based on the proposed improvements at the site, I would 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(s) No. @@@

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

- NONSTD 035R PARKING AND MANOEUVRING TO BE KEPT CLEAR**
The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be laid out with white lining materials, 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.
- ZJ11 039R ACCESS WIDTH**
The vehicular access hereby approved shall be a minimum width of 4.8 metres.
- ZJ07 043R ACCESS SURFACE (5 metres)**
Prior to first use of the vehicular access 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.
- ZJ09 033R NO GATES WITHIN 5 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- NONSTD 026R PAVEMENT CROSSING (WIDENING)**
Prior to first use of the development a pavement crossing to the site shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.
- ZJ46 026R NO PRIVATE SURFACE WATER RUN OFF**
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.

Note to Applicant

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