

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2023/0861	Your Ref:	P/2023/0861
Date:	30/01/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ESTYNIADAU UN LLAWR / SINGLE STOREY EXTENSIONS

OLD POLICE STATION CHESTER ROAD GRESFORD WREXHAM
Grid Ref: E 335227.87 N 354746.73

I refer to your consultation / email dated 02/01/2024 in respect of the above.

Parking Provision

I understand that planning permission was granted on 03/10/2022 (ref: P/2022/0600) for a day nursery at the site. The approved layout plan for this site included the provision of 10 parking spaces at the front of the main building (8 no. spaces for parents / 2 no. spaces for staff).

The proposed porch / covered entrance to the front of the building indicated on **Drg. No. L102/002 Rev A** would appear to encroach on the previously approved parking area which would be unacceptable.

Proposed Training Facility

The submitted plan (Drg. No. L102/002 Rev A) indicates a training facility in the existing outbuilding located at the rear of the site.

It is not clear as to the intended use of this facility. If the proposed facility is intended for training of staff that do not already work at the site, then this has the potential to attract staff requiring additional off-street parking. Such a proposal would not be supported in the interests of highway safety. If the proposed facility was simply to train existing staff members that were already working at the site then this would in theory require no additional parking provision. It is not clear who and how many staff will be carrying out the training (ie/ staff already on site) or an external source. **This detail requires clarification.**

It may be the case that the proposed facility is classed as ancillary to the existing nursery for which I assume no additional parking could be requested.

In conclusion, it would be difficult to support any additional development at the site that had the potential to result in an increase in parking demand in the interests of highway safety.

Supplementary Notes

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

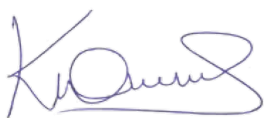
Highways Development Control Standard Advisory Note

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 asked 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 from 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.



Chief Officer, Environment & Technical