

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2022/0600 **Your Ref:** SH/P/2022/0600
Date: 18th July 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 352 547 **Gresford Police Station, 76 Chester Road, Gresford, Wrexham.**

Development: Change of use of Police Station to a day nursery.

I refer to your consultation / email dated 04/07/2022 in respect of the above.

Access

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

Assuming typical speeds of 30mph, Manual for Streets would normally require any proposed / existing access to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing / proposed access serving the site is inadequate in both directions providing splays of approximately 2.4 x 23m to the north east and 2.4 x 14m to the south west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing vegetation.

The latest submitted layout plan indicates the closure of the existing access and formation of a new centrally located access. Assuming all obstructions to visibility are removed along the entire site frontage, it would appear possible to provide adequate visibility in both directions. However, this is subject to the proposed parking spaces being setback clear of the required visibility splays.

I would normally recommend that any proposed access is a minimum of 4.8m wide. However, if the access was increased to 6.6m wide then pedestrian visibility would automatically be provided and would be of benefit in this location.

The applicant would need to apply for s.184 consent to lower the kerb fronting the site to serve the new access and would also need to reinstate the existing dropped kerb access to full height footway construction.

Traffic Generation & Parking Demand

It is considered likely that the proposed change of use to a nursery will result in a significant increase in vehicle movements at the site compared with its previous use. I understand from discussions with the police that this particular station had minimal staff and did not generate a significant number of daily vehicle movements.

The existing site appears to provide approximately 3 parking spaces at the rear and 3 parking spaces at the front of the building with turning.

Based on the proposed floor area ie/ 125m², LPGN 16 would normally require a maximum of 7 spaces. The submitted layout plan indicates a total of 10 spaces with only 2 spaces being reserved for staff, leaving 8 spaces available for parents / deliveries.

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.

In respect of likely parking demand at the site, I refer to Planning Application ref: P/2020/0097 at the Homestead Nursery - Old Wrexham Rd, Wrexham - Application for variation of condition no. 13 imposed under planning permission P/2019/0189 to increase registered number of children on site to 146.

This nursery currently has consent to accommodate up to 96 children. I understand that the majority of children are dropped off between 8am and 9.15am, the busiest time being 8:30am. At the end of the day, the majority of children are collected between 4pm and 6pm with 5:00 – 5:30pm being the busiest time. This period is not as busy as the morning as it is longer and more staggered.

I visited this site on 24/02/2020 between 07:55 – 08:45. Occupancy of the car park ranged between 21 no cars (at 7:55am) to 43 cars (at 8:09am). Between 8:00am and 8:27am there was always at least 25 vehicles upwards parked in the car park.

On a pro-rata basis, compared with the existing nursery, the proposed nursery (for 24 children) on Chester Road could typically generate parking demand for around 5 cars at around 07:55 and 11 cars at 8:09. Although this assessment suggests a requirement for up to 11 spaces (with only 10 spaces being provided), demand could potentially be less if car sharing by staff is taken into account along with the fact that this survey potentially included age groups outside of the 0 – 18mths category in addition to the relatively sustainable location of the site.

I would raise concerns that any potential shortfall in parking provision at the site is likely to result in vehicles parking along Chester Road or nearby streets eg/ Annefield Park. The site is located almost directly opposite the junction of Annefield Park / Chester Road. Parents parking on street outside the proposed nursery would also impede users of the existing cycle lane. This would be considered contrary to through traffic interests generally and a likely source of danger to road users and pedestrians.

However, the applicant has provided a parking assessment relating to arrangements at the Homestead Nursery which includes current drop off and collection times, duration of time spent on site for each child which would appear to indicate that no more than 6 vehicles from the relevant age group ie/ in this case 0 – 18mths old, are on site at any one time. I understand that the staff required to run the nursery (ie/ 8 no.) will meet at the Homestead Nursery and car share using a maximum of 2 cars which will travel to the site at Gresford and park in 2 of the 10 proposed spaces.. The Planning Department previously expressed concerns that such an arrangement or similar eg/ use of minibus from Homestead Nursery would be difficult to control / enforce. However, if it is considered acceptable to support this arrangement and it is considered possible to enforce in conjunction with a suitable Car Parking Management Plan then it may be considered acceptable to support the proposed development.

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

- Details of how parents visiting the site by car will be staggered to minimize parking demand eg/pre-booked time slots for drop off and collection.
- Statement that no vehicles associated with the site will park on the adjoining highway or streets within the vicinity of the site.
- Statement that no more than 2 staff vehicles plus 8 visitors will be permitted to park at the site at any one time each day.
- 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.

If the application is supported, I would recommend that 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 no. -----.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 6.6 metres.

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 43 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.

ZJ20 PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY)

038R Prior to first use of the development hereby approved a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ38 PAVEMENT CROSSING

026R 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.

NONSTD 026R	ACCESS TO BE CLOSED PRIOR TO USE OF ALTERNATIVE ACCESS The existing vehicular access as shown on approved plan no. @@@ shall be permanently closed up prior to first use of the new vehicular access hereby approved. The existing dropped kerb access shall be reinstated to full height footway construction.
NONSTD 043R	ACCESS SURFACE (5 metres) Prior to first use of the vehicular accesses hereby approved, the accesses shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
NONSTD 033R	NO GATES There shall be no gates or other means of enclosure across the vehicular access point.
NONSTD 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 accesses to intercept any such run off prior to first use of the development.
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 fully laid out, surfaced, drained and marked 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.
ZJ45 026R	CONSTRUCTION TRAFFIC MANAGEMENT PLAN No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.
ZJ42 026R	CAR PARKING MANAGEMENT PLAN No part of the development shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be used in strict accordance with the details as are approved.

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 and also reinstate the existing dropped kerb crossing to full height footway construction. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

A handwritten signature in black ink, consisting of a stylized 'R' followed by a series of loops and a horizontal stroke.

Chief Officer, Environment & Technical