

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0703 **Your Ref:** MRJ/P/2020/0703
Date: 11th March 2021

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 12/02/2021 including revised site layout plan and Travel Plan 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 applicant has submitted a revised layout plan which indicates splay of approximately 2.4 x 41m in the south westerly direction measured to the farside of the adjoining carriageway and approximately 2.4 x 24m in the north easterly direction measured to the centre of the nearside lane. The proposed splay in the north easterly direction also crosses over 3rd party land which I assume is out of the control of the applicant. The proposed splays are considered inadequate.

I would normally therefore be unable to support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access. 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.

The existing access is approximately 3.9m wide and is surfaced with hard bound materials. I would normally recommend a minimum shared access width of 4.5m (preferably 4.8m) for such a development. The existing access width is considered inadequate to serve as a shared access.

Traffic Generation

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.

No details of the anticipated daily vehicle movements (ie/ staff / parent vehicles) appear to have been provided. Details of the maximum number of cars likely to be on site at any one time would also be required. I would recommend that this information is provided.

I understand that it is proposed to utilize a mini-bus to transport possibly staff / children between the proposed site and the existing Homestead Nursery. However, I understand that such an arrangement could not be conditioned / enforced and is unlikely to be supported by the Planning Authority.

It is unclear as to what anticipated increase in vehicle movements to the existing nursery will occur along Old Wrexham Road by staff / parents. This information needs to be clarified.

Parking & Turning Provision

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 Travel Plan appears to indicate that 11 staff would be employed at the site and 6 of these staff would travel to work by car. It is proposed to provide 8 parking spaces at the site which exceeds LPGN 16 requirements. However, this would only leave 2 spaces on site for visitors / parents to park assuming all 6 staff cars are present. Given the proposed nursery has the capacity for up to 30 children, it would be considered likely that more than 2 cars (parents) could potentially arrive at the site requiring parking at drop off and collection times.

No details of the anticipated daily vehicle movements (ie/ staff / parent vehicles) appear to have been provided. Details of the maximum number of cars likely to be on site at any one time would also be required. I would recommend that this information is provided.

Any potential shortfall in parking provision at the site is likely to result in vehicles parking along Chester Road or nearby streets which would be considered contrary to through traffic interests generally and a likely source of danger to road users.

Unless the applicant can satisfactorily address the issues raised then it would be difficult to support the proposed development.

Supplementary Notes

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



Chief Officer, Environment & Technical