

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: 15th December 2021

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 08/12/2021 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. **Adequate visibility could be achieved in the south easterly direction by cutting back / removing the small section of hedgerow.** Visibility in the north westerly direction could be improved by setting back the existing gate, gate-post and boundary fence.

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 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.

I would normally not wish to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access.

I would recommend that the applicant submits a revised layout plan indicating the above improvements.

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 car park would benefit from refreshing the existing white line markings.**

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 would normally not wish to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access. However, given the existing permitted Class D1 Use, vehicle movements at the site could fluctuate significantly.

I await the requested details.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical