

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0703 **Your Ref:** SW/P/2020/0703
Date: 27th August 2021

Town and Country Planning Act 1990

Section 78 Appeal – Gresford Police Station, 76 Chester Road, Gresford, Wrexham.

I refer to your consultation / email dated 24/08/2021 in respect of the above and provide the following Highway Statement as follows:-

Highways Statement

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 (Drg. No. Gresford Access Rev B) 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.

I would normally recommend that any proposed access is a minimum of 4.8m wide. However, if the access was proposed at 6.6m wide then pedestrian visibility would also be provided which would require nothing to be erected / planted greater than 0.6m in height along the site frontage. A minimum 6.6m wide, centrally located access has been indicated on the latest revised layout plan.

The applicant would need to apply for s.184 consent to widen the dropped kerb fronting the site to serve the new access.

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.

The submitted Highway Statement indicates that a maximum of 39 vehicles will enter and leave the site between 8am and 09:30am and between 4pm and 6pm. This would result in 156 daily vehicle movements plus 12 movements from the proposed 6 staff cars (assuming they only enter and leave once per day). This equates to 168 daily vehicle movements at the site excluding any deliveries which I assume represents a significant increase in vehicle movements compared with that generated by the previous police station.

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 proposed layout plan indicates a total of 11 spaces with 6 spaces being reserved for staff, leaving 5 spaces available for parents / deliveries. The proposed 3 no spaces to the rear would be blocked in by cars parked in spaces P4 & P5 should they require access during the day. I would normally recommend that all spaces are independently accessible at all times.

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 on Chester Road could typically generate parking demand for around 9 cars at around 07:55 and 17 cars at 8:09. This is considered to be a more accurate assessment compared with the parking accumulation figures quoted in the submitted Highway Statement. This parking accumulation information is highly likely to reflect what will occur at the proposed site as it currently occurs at the Homestead Nursery a short distance away. I understand that the proposed nursery will typically cater for children up to 18mths old. I would assume that this age group would typically result in parents spending an extended period of time dropping off and picking up with parents preferring to park as close to the premises as possible when there is no available space within the curtilage of the site. Assuming these figures are comparable to the proposed nursery then the proposed 5 spaces provided for parents at the site would be insufficient.

Although in theory the proposed parking provision at the site complies with LPGN 16 maximum requirements, in reality based on actual observations parking provision is considered to be inadequate.

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.

In the event that the appeal is allowed, I would suggest 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 (NEARSIDE)

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.

ZJ11 ACCESS WIDTH

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

NONSTD PAVEMENT CROSSING

026R Prior to first use of the development a pavement crossing to the site shall be constructed and the existing access reinstated to full height footway construction in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced with hard bound materials, 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.

NONSTD NO GATES

033R There shall be no gates or other means of enclosure across the vehicular access point.

- 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.
- NONSTD**
026R **CAR PARKING MANAGEMENT PLAN**
No development shall take place until a Car Parking Management Plan has been submitted to and approved in writing by the local planning authority. The Car Parking Management Plan as agreed shall be implemented in accordance with the approved details.

Notes to Applicant

E05NA 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 kerblin 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.

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

Chief Officer, Environment & Technical