

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: 12th May 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 11/05/2021 including revised site layout 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 latest submitted layout plan does not show the full extent of the proposed visibility splay in the north easterly direction and appears to indicate that the proposed splay cuts across 3rd party land which I assume the applicant has no control of. The proposed visibility splay indicated in the south westerly direction (dashed blue line) appears to be around 2.4 x 22m measured to the nearside edge which would be considered inadequate. The submitted highways statement suggests that the vegetation fronting the site will be kept low (maximum 700mm) to maximize visibility. However, the applicant has not demonstrated the maximum available visibility splay in this direction on the submitted layout plan.

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.

I would recommend that the applicant provides a revised layout plan indicating the full extent of the proposed splays from the widened access in both directions.

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. The submitted layout plan indicates widening of the existing access to 4.8m which is considered acceptable. 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

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. The latest site layout plan indicates that it is proposed to provide 11 parking spaces at the site which exceeds LPGN 16 requirements. However, garage spaces are not taken into account in respect of current LPGN 16 parking provision guidance. In addition, two of the proposed spaces at the front of the site do not have the required minimum 6m clearance behind for maneuverability / turning, This would equate to only 7 spaces being provided with the current layout.

However, this would only leave 1 space 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 1 car (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