MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2024/1078 Res(2)	**Your Ref:**	P/2024/1078
Date:	14/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TROSI HEN EGLWYS BRESBYTERAIDD I UN ANNEDD / CONVERSION OF FORMER PRESBYTERIAN CHURCH TO A SINGLE DWELLING

LOCATION: Former Presbyterian Church , Castle Street, Holt, Wrexham, LL13 9YW

I refer to your consultation / email dated 25/08/2024 including revised plans in respect of the above.

Access

The proposed development site is accessed off Chapel Street which is an unclassified, residential road subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measure to the nearside edge of the adjoining highway.

The existing access serving the rear car park off Chapel Street currently provides visibility splays of 2.4 x 4m to the south and 2.4 x 3m to the north measured to the nearside edge of the adjoining highway. Visibility is limited in the southerly direction in that the required splays would need to cut across 3rd party land. Visibility in the northerly direction is currently impeded by the vegetation along the site frontage. The Local Highway Authority (LHA) requests that the applicant considers improving visibility at the existing / proposed access. The revised layout plan (Drg. No. A(300)04) indicates visibility splays of 2.4 x 4m to the south and 2.4 x 23m to the north measured to the nearside edge which is considered acceptable and offers an improvement on the existing splay in the northerly direction.

The LHA would not wish to support any proposed development that would result in any significant increase in vehicle movements at the site compared with its existing use. However, it is considered that the existing use could have generated a significant number of vehicle movements and significant parking demand at the church.

Access to the site / rear car park is not ideal and there appears to be an on street parking problem along this section of Chapel Street which I assume is associated with staff / parents at the nearby primary school on the opposite side of the road. The existing access is 3.9m wide and is being retained at this width to serve the proposed development.

The existing access is surfaced with loose bound materials. The LHA recommend that such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No private surface water shall be permitted to flow onto the adjoining highway. The LHA recommend that an Aco drain or similar is installed across the access where the access falls towards the highway. The submitted layout plan indicates the driveway being surfaced with permeable resin bound gravel which is considered acceptable in this instance.

Traffic Generation

The LHA would not normally wish to support any proposed development that would result in any significant increase in vehicle movements at the site compared with its existing use. However, it is considered that the existing / previous use could have generated a significant number of vehicle movements and significant parking demand at the church.

Parking & Turning Provision

Based on LPGN 16 requirements, the existing church (Class D1 Use) would normally require a maximum of 11 spaces. In comparison, the proposed dwelling (4 bedroom) would normally require a maximum of 3 spaces. I assume that the proposed 4th bedroom / study is for personal use and not for a business that could attract a significant number of clients / deliveries. In this case, the LHA assume the office / studio could be conditioned accordingly. Given the existing use of the site, the existing potential vehicle movements and parking demand could potentially be greater than the proposed use.

The existing car park at the rear of the site is currently overgrown but has potential parking for around 4 / 5 cars plus turning. If the existing car park is cleared / improved, it would be possible to provide adequate parking provision plus turning. The proposed parking / turning arrangements indicated on the submitted layout plan (Drg. No. A(300)04) are considered adequate.

The LHA therefore have no objections in principle to the proposed development. If the application is supported I would recommend 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(s) No. **----------.**

ZJ17 **VISIBILITY SPLAYS (NEARSIDE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 4 metres to the south and 2.4 metres x 23 metres to the north 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 adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07 **ACCESS SURFACE (5 metres)**
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

NONSTD **NO GATES**
033R There shall be no gates or other means of enclosure across the vehicular access

point or along the driveway leading to rear parking / turning area.

ZJ46 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 access to intercept any such run off prior to first use of the development.

Supplementary Notes

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

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



On behalf of Chief Officer, Environment & Technical