

# MEMORANDUM



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|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO::</b>     | Sarah Brett                         |
| <b>Our Ref:</b> | ET/DC/P/2023/0672 Res(4)               | <b>Your Ref:</b> | P/2023/0672                         |
| <b>Date:</b>    | 13/08/2024                             |                  |                                     |

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## TOWN AND COUNTRY PLANNING ACT 1990

### TRAWSNEWID CAPEL I MEWN I ANNEDD A FFURFIO MYNEDIAD I GERBYDAU / CONVERSION OF CHAPEL INTO DWELLING AND FORMATION OF VEHICULAR ACCESS

#### CHURCH OF ST DENIOLS CRABTREE GREEN EYTON RUABON WREXHAM

Grid Ref: E 333530.96 N 344904.

I refer to your consultation / email dated 29/07/2024 in respect of the above.

#### Access

The proposed development site is located on a rural, classified road subject to a 60mph speed limit. However, the Local Highway Authority (LHA) would estimate typical vehicle speeds at being around 30mph given the geometry of the road

Based on typical speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The chapel is fronted by an area of hardstanding that could potentially currently accommodate around 5 cars with limited turning space behind. It is understood that the applicant wishes to move the existing boundary wall forward towards the highway and create a suitable splayed access. Any proposed re-located wall will need to be behind the highway boundary. The LHA previously recommended that the applicant provided a suitably scaled layout plan indicating the following:-

- Centrally located access maximizing visibility in both directions. Full extent of proposed splays to be shown on plan. *Detail appears acceptable.*
- Access surfaced with minimum 5m of hard bound paving. *Detail appears acceptable.*
- Re-located wall positioned behind the limit of adoption / highway boundary. *Location appears acceptable.*
- No gates erected within 5m of the highway boundary (preferably no gates). *No gates indicated on plan.*

- Aco drain or similar across access ( in private land) to intercept any private surface water run-off. *WCBC SABs / Drainage Section consider the proposed details to be acceptable.*
- Parking & turning provision compliant with LPGN 16 / 21 standards. *Proposed details appear acceptable.*

Visibility from a central position along the site frontage would appear to be approximately 2.4 x 43m in the southerly direction and approximately 2.4 x 33m in the northerly direction measured to the nearside edge. Visibility is limited by 3<sup>rd</sup> party land in the northerly direction. However, although full visibility may not be achievable, it is assumed that the chapel would previously have had the potential to generate significantly more vehicle movements per day and possibly have had some element of on-street parking assuming it was used for services and other events. The LHA would therefore have no objections in principle to the development.

Section 184 consent may be required if the applicant proposes any significant alteration to the existing access.

### **Parking & Turning Provision**

There would appear to be adequate parking and turning space within the curtilage of the development site for the proposed development. The LHA recommend that maximum LPGN 16 parking provision is provided.

If the application is supported, the LHA would recommend any permission includes the following conditions:-

### **CONDITIONS**

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ZJ41</b><br>026R | <b>GENERAL LAYOUT</b><br>Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>ZJ17</b><br>038R | <b>VISIBILITY SPLAYS (NEAR SIDE)</b><br>Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres to the south and 2.4 metres x 33 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 of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |
| <b>ZJ07</b><br>043R | <b>ACCESS SURFACE (5 metres)</b><br>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.                                                                                                                                                                                                                                                                            |
| <b>ZJ09</b><br>033R | <b>NO GATES WITHIN 5 METRES</b><br>There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.                                                                                                                                                                                                                                                                                                                                                            |

- 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.
- ZJ38**  
026R **PAVEMENT CROSSING / VERGE FORMATION**  
Prior to first use of the development a pavement crossing to the site along with formation of grass verge shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

### **Supplementary Notes**

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

### **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 construct the new access and form the grass verge within the existing highway. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.*

A handwritten signature in black ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive style.

On behalf of Chief Officer, Environment & Technical