

# MEMORANDUM

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|-----------------|----------------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Economy & Planning |
|                 |                                        | <b>FAO::</b>     | Jenni Perkins                    |
| <b>Our Ref:</b> | ET/DC/PP/P/2023/0777 Res(3)            | <b>Your Ref:</b> | P/2023/0777                      |
| <b>Date:</b>    | 31/01/2024                             |                  |                                  |

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## TOWN AND COUNTRY PLANNING ACT 1990

### ESTYNIAD I'R EGLWYS A CHODI RAMP ALLANOL AC ARDAL BARCIO CEIR / EXTENSION TO CHURCH AND ERECTION OF NEW EXTERNAL RAMP AND CAR PARKING AREA

#### SAINT MARKS CHURCH BRYN EGLWYS ROAD WREXHAM

Grid Ref: E 335278.36 N 350218.72

I refer to your consultation / email dated 29/01/2024 including comments from PMO Architects in respect of the above.

#### Access

The proposed development site is located on Bryn Eglwys Road Road which is an unclassified, residential road subject to a 20mph speed limit. However, I would estimate typical speeds at being around 15mph fronting the development site.

Assuming speeds of 15mph, any proposed / existing access (car parking area) would normally be required to provide visibility splays of 2.4 x 18m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Adequate visibility from the proposed access serving the parking area (4 spaces) can be achieved subject to removal / lowering of any existing boundary fence / pillars fronting the site within the required splays. The proposed car parking area will require dropped kerbs which will need s.184 consent from the Council.

#### Parking & Turning Provision

LPGN 16 normally requires a maximum of 2 car spaces plus 1 car space per 25m<sup>2</sup> gfa for Class D1 Use. The existing church comprises 414m<sup>2</sup> gfa. Based on LPGN 16 requirements, the existing church would normally require a maximum of 19 spaces. The church currently has no off street parking provision and relies on visitors parking in the existing adopted layby. I understand the proposed additional extension increases the total floor area to 435m<sup>2</sup> gfa for which LPGN 16 would normally also require a maximum of 19 spaces. In theory, there would therefore be no overall increase in parking demand at the church. The proposed 4 no. additional parking spaces will obviously improve parking provision at the site.

The church does not currently appear to provide any designated off road parking. However, there are around 12 spaces available in the layby fronting the site on Bryn Eglwys Road which I understand are used by visitors to the church. It is not clear if these spaces are typically available to visitors attending the church when services / functions are being held or whether local residents typically utilize these spaces. I previously requested clarification on how many visitors typically attend the church for services / functions travelling by car but this information has not been provided. However, I am advised by our Traffic Section that they are not aware of any significant parking problems in this area associated with the church.

I would therefore have no objections to the proposed development and recommend any permission include 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 18 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.

### **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.

### **ZJ09 NO GATES WITHIN 5 METRES**

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

### **ZJ46 NO PRIVATE SURFACE WATER RUN OFF**

026R 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.

### **ZJ13 DROPPED KERB VEHICULAR CROSSING**

026R The vehicular access(es) hereby approved shall take the form of a dropped kerb  
E05NA vehicular crossing.

## Note 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 e 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.

## Supplementary Notes

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

### **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](mailto: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 asked 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 from 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.*



Chief Officer, Environment & Technical