

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sarah Brett
Our Ref:	ET/DC/P/2023/0672	Your Ref:	P/2023/0672
Date:	30/10/2023		

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 19/10/2023 in respect of the above.

Access

The proposed development site is located on a rural, classified road subject to a 60mph speed limit. However, I 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. I understand 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. I would recommend that the applicant provides 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.
- Access surfaced with minimum 5m of hard bound paving
- Re-located wall positioned behind the limit of adoption / highway boundary.
- No gates erected within 5m of the highway boundary (preferably no gates)

- Aco drain or similar across access (in private land) to intercept any private surface water run-off.
- Parking & turning provision compliant with LPGN 16 / 21 standards.

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 3rd party land in the northerly direction. However, although full visibility may not be achievable, I assume 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. I 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. I would recommend that maximum LPGN 16 parking provision is provided.

As a suggestion, it would seem possible to provide 4 spaces (2 opposite each other) with min. 6m clearance between for turning with a suitable central access.

I would recommend the applicant provides a suitably scaled layout plan detailing / annotating the above features.

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