

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/1037 **Your Ref:** SEH/P/2021/1037
Date: 12th November 2021

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 350 504 Community Centre, Eaton Drive, Wrexham.
Development: Demolition of existing community centre and erection of a block of 19 apartments, access and parking.

I refer to your email / consultation dated 05/11/2021 in respect of the above and comment as follows:-

Existing Layout

The proposed development site is bounded by Eaton Drive to the west and Sycamore Road to the north. Both are unclassified, residential roads subject to a 20mph speed limit. Eaton Drive & Sycamore Road incorporate traffic calming features in the form of speed cushions.

The community centre itself is accessed off Eaton Drive via the existing access serving the car park associated with the Kingsley Circle shopping arcade and community centre.

This existing access is only 3.9m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. Ideally this access should be at least 5.5m wide. If any proposed re-development of the site results in a significant increase in vehicle movements then I would recommend appropriate widening of this access.

Visibility from this existing access onto Eaton Drive is adequate providing splays in excess of 2.4 x 25m in both directions in accordance with Manual for Streets..

The existing communal car park appears to provide around 26 spaces. I assume that the 10 no. spaces fronting the community centre were previously allocated to this building. However, these existing spaces still appear to be utilized. The submitted layout plan (Drg. No. EDW-TACP-PS-XX-DR-A-0704 Rev P04) appears to indicate the retention / provision of 10 spaces for communal use. I would recommend that these spaces are clearly marked out with white lining materials should the application be supported.

Proposed Layout

The proposed access will need to provide visibility splays onto Eaton Drive of 2.4 x 25m in both directions in accordance with Manual for Streets. This would appear achievable from the proposed access.

I would recommend the existing 3.9m wide access road serving the site is widened to a minimum of 5.5m. The submitted layout plan (Drg. No. EDW-TACP-PS-XX-DR-A-0704 Rev P04) appears to indicate this detail.

I would recommend that any existing footways bordering the site are widened to 2m including at the main entrance off Eaton Drive, the footway link on the eastern side of the site linking the existing car park with Sycamore Road. I would recommend that the footway at the southern edge of the site is retained and widened to 2m.

Any additional lighting columns / re-location of existing columns at the development site and connecting footways will need to be agreed with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673.

The applicant will be required to enter into a s.38 / 278 agreement with the Council in order to carry out any alterations to the existing access and footways.

If the application is supported, I would recommend that the current limit of adoption at the access remains ie/ to the back of the footway across the main access fronting Eaton Drive. I would recommend that minimum 1200 x 1200mm tactiles / dropped kerbs are provided at this point across the main access off Eaton Drive. **This detail is not correctly shown on the submitted layout plan.**

The proposed widening of the main access will require the “stopping up” of an existing section of adopted footway. This section of footway will need to be extinguished as a result of the proposed development. The applicant will be required to apply for a stopping up order in accordance with s.247 of the Town & Country Planning Act 1990. The applicant will need to ensure that any existing adopted footways in and around the site are not removed / reduced from existing as this would also require such an order. **I would recommend that the applicant provides a suitable layout plan indicating the required modifications to the existing access, footway links and areas requiring stopping up.**

The WCBC Asset Management Section have previously raised concerns in respect of the adequacy of the parking spaces retained, likely increase in traffic and capacity issues within the car park during the construction phase. I understand that the carriageway / access into the existing car park is under the ownership of the WCBC Asset Management / Housing Section. However, it would appear that the applicant also has access rights over this existing entrance in order to access the development site. As planning consent (ref: P/2019/0792) was previously granted at the site for 16 no. apartments, I assume that these issues have been addressed.

Adequate parking and turning provision must be provided for any alternative development at the site in accordance with LPGN 16 requirements. The previously consented 16 apartments would normally have required a maximum of 29 spaces in accordance with LPGN 16. This development proposed 25 spaces representing a 14% shortfall from maximum standards.

I understand that the current proposal for 19 apartments comprises 1 no. 4 bed apartment (supported living), 4 no. 1 bed apartments (supported living), 12 no. 1 bed apartments and 2 no. 2 bed apartments. Assuming that the supported living accommodation comes under the Class C3 – Sheltered Housing category of LPGN 16 and the remaining 14 no. apartments come under the Class C3 – Dwellings category of LPGN 16, then the proposed development would normally require a maximum of 25 spaces. It is proposed to provide 18 no. spaces for the development representing a 28% shortfall from maximum standards. However, the proposed level of parking provision would be considered acceptable in this instance given the relatively sustainable location of the site.

Swept path details of an 11.2m long refuse vehicle (Drg. No. J000227_ATR 101 Rev A) have been submitted to indicate how such a vehicle can enter, turn and exit the site. The submitted details are considered acceptable.

Transport Note

The submitted TRICs data indicates that the proposed apartments are likely to generate a relatively small increase in daily vehicle movements compared with the existing community centre. However, the anticipated traffic generation from the proposed development is not considered likely to have any significant detrimental impact on the local highway network.

Waste Disposal / Recycling / Deliveries

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

Surface Water Drainage

I assume that this site will require a separate SABS application / submission which needs to include a suitable scheme to deal with surface water run-off at the site.

If the access is widened then appropriate measures will be needed to prevent private surface water flowing onto the adjoining highway. This detail has not been provided.

In principle, I have no objections to the proposed development / layout but this is dependent on a suitable SABS submission being submitted and approved for any works to commence.

Construction Traffic Management Plan (including details of contractor parking)

Our Asset Management Section have previously raised concerns in respect of the adequacy of the parking spaces retained, likely increase in traffic and capacity issues with the car park during the construction phase.

If the application is supported, in order to construct the proposed scheme the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition which should be approved prior to commencement of construction.

I therefore have no objections to the proposed development and 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) Nos. @@@

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Improved Access onto Eaton Drive

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the near side 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 near side edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out / marked with white lining materials, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction of
E06N the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, lighting, drainage and construction of the proposed new access and footways,,*
- 2) *Stopping up of existing highway (footway) at the existing access (see note).*

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTD PRIVATE MANAGEMENT COMPANY

026R The internal private estate road, parking and turning areas serving shall be maintained in perpetuity by a private management company.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Notes to Applicant

- Section 38 / 278 Works

The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

- *Stopping up of Highway (Town and Country Planning Act 1990 – Section 247)*

There are existing sections of adopted highway passing through the development site. These sections of adopted highway / footway will need to be stopped up by the applicant prior to the commencement of any development.

*I understand that the applicant will be required to apply for consent to the Welsh Government to stop up this section of adopted highway under the Town and Country Planning Act 1990 – Section 247. **I would recommend that this is included as a pre-commencement condition should the proposed development be supported.***

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Owen' or similar, written in a cursive style.

Chief Officer, Environment & Technical