

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/0337	Your Ref:	PF/P/2016/0337
Date:	6 th October 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 336 506 Former Ebeneeser Chapel, 2 Chester Street, Wrexham.

Development: Demolition of Former Chapel, Erection of 23 No. Apartments over Four Floors with Associated Parking, External Works and Access.

I refer to your consultation dated 12/04/2016 and email dated 04/10/2016 including amended layout plans in respect of the above.

The proposed development site is located on Chester Street which is a busy, classified road subject to a 30mph speed limit.

Access

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

The existing access arrangements include 2 no. access points (north & south) with a layby (2.5m wide) arrangement between:-

The existing **northerly access** (main access) is 5m wide and takes the form of a dropped kerb vehicular crossing. Visibility from this access is adequate in the northerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. Visibility in the southerly direction (towards town centre) is inadequate providing a splay of approximately 2.4 x 32m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing shrubs / vegetation along the site frontage.

The existing **southerly access** is 5m wide and takes the form of a dropped kerb vehicular crossing. Visibility from this access is adequate in the southerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. Visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 28m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing shrubs / vegetation along the site frontage.

Layout Plan Drg. No. 200 Rev P4

The proposed access appears to take the form of an undercroft gated access approximately 4.8m wide and 2.3m high setback approximately 8.4m behind the edge of carriageway. However, it would be considered preferable to maintain the access width (ie/ 4.8m) for the whole length into the internal parking area and remove any proposed gates to facilitate the simultaneous passage of vehicles.

Visibility splays of 2.4 x 43m in both directions from the proposed access measured to the nearside edge of the adjoining highway have been indicated on the submitted layout plan which are considered acceptable.

Given the proposed access design and restricted space within the internal car park, it is considered that the proposed layout would not be capable of accommodating adequate access to delivery vehicles / refuse vehicles.

This would result in such vehicles having to wait / park on Chester Road which is subject to a traffic regulation order (double yellow lines) on both sides of the road. **I previously recommended that the applicant considers providing similar access arrangements to existing with 2 no. access points (taking the form of dropped kerb vehicular accesses) with a suitable layby arrangement to the rear of the footway capable of accommodating an 11.2m long refuse vehicle / delivery vehicle.** This would minimize interruption of the flow of traffic on the adjoining highway and provide a convenient loading / unloading facility for both refuse vehicles and domestic delivery vehicles. Any modifications to the extent of dropped kerbs fronting the site will require s.184 consent.

Such an access arrangement would need to remain private and would need to be managed / maintained by a private management company.

The proposed 1.8m high metal railings fronting the development site will impede visibility from any proposed access points. Nothing greater than 1m in height above the adjoining carriageway level shall be erected / planted within the required visibility splays. I understand that any obstructions to visibility ie/ walls, railings will be removed if the development is supported.

I previously recommend that the applicant provides a revised layout plan indicating the following :-

- Layout plan indicating a minimum access width of 4.8m (assumed undercroft) with similar access arrangements as existing onto Chester Street.
- Provision of a suitable layby facility behind the back of the existing footway capable of accommodating a refuse wagon (11.2m long) / delivery vehicle.

Swept Path details of such vehicles entering and exiting the accesses / layby will be required.
- Layout plan indicating any proposed accesses (min. width 4.8m) onto Chester Street indicating 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.
- No private surface water is permitted to flow onto the adjoining highway. An Aco drain or similar will be required across both access points if any proposed accesses fall towards the adjoining highway. Please ask the applicant to indicate this detail on a revised layout plan.

Waste Collection

It would appear possible to accommodate a refuse vehicle in the suggested layby arrangement which would avoid any interference with traffic flows on the adjoining highway. However, I would recommend that the applicant discusses any proposed refuse collection arrangements with our Refuse Section (Contact Wayne Anderson – Waste Strategy Officer on Tel: 01978 7296950, particularly given the proposed number of apartments ie/ 23 no.

Parking & Turning Provision

Based on LPGN 16 requirements, the proposed development site would normally require a maximum of 46 no. spaces. The submitted layout plan appears to show the provision of 23 no. spaces. The proposed level of parking provision is considered adequate given the sustainable location of the site.

However, given the covered parking arrangements, a number of parking spaces will have restricted access given their location in respect of supporting walls. Ideally, parking spaces next to a wall should be increased in width to around 2.9m for ease of access

I previously recommended that turning provision for refuse vehicles / delivery vehicles will be required particularly as the site fronts a busy classified road. However, If you are minded to support the proposed development without any suitable turning facility then I would suggest that the access is widened to 4.8m for its whole length with any gates being deleted.

Notes to Applicant

- FOOTWAY CROSSING LICENCE

If it is necessary to lower the kerbline and cross the footpath at any new access position or reinstate existing dropped kerbs to full height footway construction, a licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority. 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.



 Service Manager Environment