

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:	21 st April 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 336 506 Former Ebenezer 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 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.

The proposed access appears to take the form of an undercroft gated access approximately 3.6m wide and 2.3m high setback approximately 5.2m behind the edge of carriageway. Such an access would not be capable of accommodating the simultaneous passage of 2 no. vehicles or provide access to delivery vehicles / refuse vehicles. I would recommend that a minimum access width of 4.8m is provided. I would suggest that any proposed undercroft access does not incorporate any gates for ease of access.

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 would therefore recommend 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 would 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).

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, a number of the proposed spaces appear to be less than the standard dimensions (ie/ 2.4 x 4.8m). **Could you please ask the applicant to annotate the proposed dimensions on a revised layout plan.**

Turning provision for refuse vehicles / delivery vehicles will be required particularly as the site fronts a busy classified road. **I await further details of the proposed access / servicing arrangements.**

I await the requested information.

Notes to Applicant

- FOOTWAY CROSSING LICENCE

If it is necessary to lower the kerbline and cross the footpath at any new access position, 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.

Peterworthwaite

MP

Service Manager Environment