

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PD/2010/1002

Your Ref: P/2010/1002

Date: 05 January 2011

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 3010 4000 Former Black Park Methodist Chapel, Green Lane, Halton

Development: Change of use and extension to former Methodist Chapel.

I refer to your consultation dated 03 December 2010 in respect of the above site.

The development site is situated on an unclassified highway subject to a 30 mph speed limit. The road leading to the site is less than 5.5m wide for much of its length and visibility at the junction of Green Lane and Halton Road is below current design standards.

The limited width of the road and shortfall in visibility would normally preclude any further development that would give rise to increased traffic generation.

The application proposes to convert the Chapel into a multi purpose community facility which requires permission to change the existing use class.

In assessing the effect this change of class use may have on traffic generation it is necessary to compare the potential traffic generation for the existing and proposed class uses.

Under use class D1 the existing building could be used as a day nursery or clinic without the need for planning permission. Clearly these uses could generate a significant amount of traffic on a daily basis.

Use class D2 includes potentially significant traffic generators. However given that the proposed use is intended mainly as a Community facility I consider that it would generate no more than its current potential D1 use.

If the existing user of the site were to change and the D2 use was still valid then there may be potential for a heavier demand in car parking provision which could detrimentally impact on the highway. Consideration should therefore be given to restricting the future use of the site by making the permission personal to the applicant.

LPGN 16 guidance for D2 land use recommends the provision of 1 car space per 4 seats for auditoria. The submission demonstrates the provision of 25 off road car parking spaces which given that the proposed use is community based I would consider to be satisfactory.

It is essential that the proposed access to the car park is of adequate width and design to cater for vehicular use. Any access would require a minimum 4.5m width and hard surfacing for at least 5m behind the highway boundary.

The access track to the south of the chapel is 5m wide and can adequately cater for the proposed use. Visibility at the access on to Green Lane is concurrent with the recommendations of Manual for Streets.

It would be of benefit to pedestrian and highway safety if the area of land between the carriageway and the proposed front boundary wall was constructed as footway.

I recommend that any permission include the following conditions:

CONDITIONS

ZJO9 NO GATES

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

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on the approved drawing shall be fully laid out, 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.

ZJO7 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.

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 43 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 highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTDC NEW FOOTWAY

050R Prior to first use of the development a footway shall be constructed along the entire site frontage in strict accordance with a scheme which

has been submitted to and approved in writing by the Local Planning Authority.

ZJ11
039R

ACCESS WIDTH

The vehicular access hereby approved shall be a minimum width of 4.5 metres.

ZJ46
026R

NO PRIVATE SURFACE WATER RUN OFF

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.

ZJ37
026R
E06N
E07N

SUBMISSION OF FURTHER DETAILS

No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- Detailed layout, design, drainage and construction of the proposed new footway.

Supplementary Notes

The applicants attention should be drawn to the following supplementary notes; 1, 3, 4, & 5



Infrastructure and Planning Manager