

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: PR/DC/P/2019/0792 **Your Ref:** SEH/P/2019/0792
Date: 24th April 2020

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, erection of new apartment block comprising 10 no. two bed apartments and 6 no. 1 bed apartments.

I refer to your consultation / email dated 24/04/2020 including layout plans (Drg. Nos. SK10 Rev A and SK11 Rev A) in respect of the above.

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. The proposed development is considered likely to result in significantly more vehicle movements than its previous use.

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. However, the visibility splays indicated on layout plan (Drg. No. SK10 Rev A) are incorrect.

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 SK11 Rev A) appears to indicate the retention / provision of 12 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

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 SK11 Rev A) appears to indicate this detail.

I would recommend that any existing footways bordering the site are widened to 2m including 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. The submitted layout plan (Drg. No SK11 Rev A) appears to indicate this detail.

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. 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.

The submitted layout plan (Drg. No. SK10 Rev A) indicates a section of the existing unadopted access road (shaded pink) being proposed for adoption by the Highway Authority. The Highway Authority would not wish to adopt this section of unadopted access road. The re-aligned footway at the access onto Eaton Drive up to and across the site entrance would need to be adopted as this provides a footway link to the existing adopted footway fronting the site. **I would recommend that the applicant submits an appropriately scaled plan indicating the sections of existing adopted highway required / proposed for stopping up.**

It would appear that our Asset Management Section have 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.

Adequate parking and turning provision must be provided for any alternative development at the site in accordance with LPGN 16 requirements. The proposed 16 apartments would normally require a maximum of 29 spaces in accordance with LPGN 16. The submitted layout plan appears to indicate the provision of 31 spaces for the proposed apartments which is considered adequate. Submitted layout plan (Drg. No. SK11 Rev A) indicates the retention / provision of 12 spaces for communal use for the existing retail units.

The proposed internal access serving the apartments is a minimum width of 5.5m increasing to 6m wide beyond this point. Swept path details of an 11.2m long refuse vehicle (Drg. No. SCP/200070/ATR01) were previously submitted indicating that such a vehicle could enter, turn and exit the site in an appropriate manner.

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 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. **I would suggest that the applicant provides further details on how these issues will be addressed.**

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.

Assuming the outstanding points can be addressed, I would have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

- ZJ41**
026R **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) Nos. @@@
- NONSTD**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
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**
035R **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
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**
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: **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**
026R **PRIVATE MANAGEMENT COMPANY**
The internal private estate road, parking and turning areas ~~sewing~~ shall be maintained in perpetuity by a private management company.
- ZJ45**
026R **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
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.

- 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.

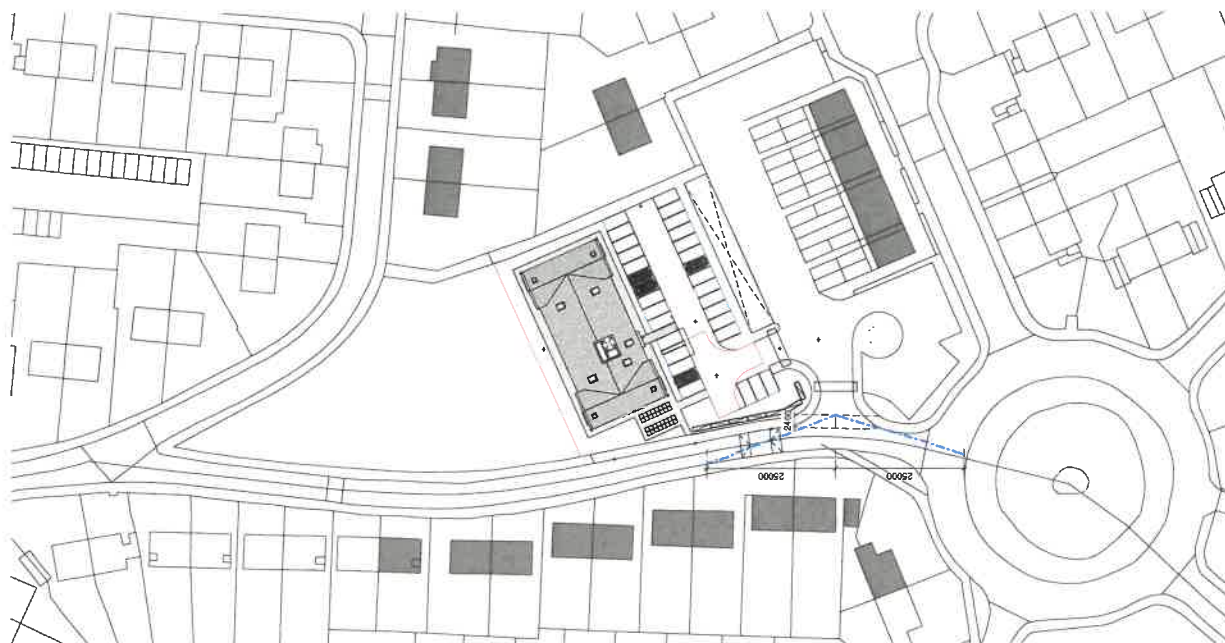
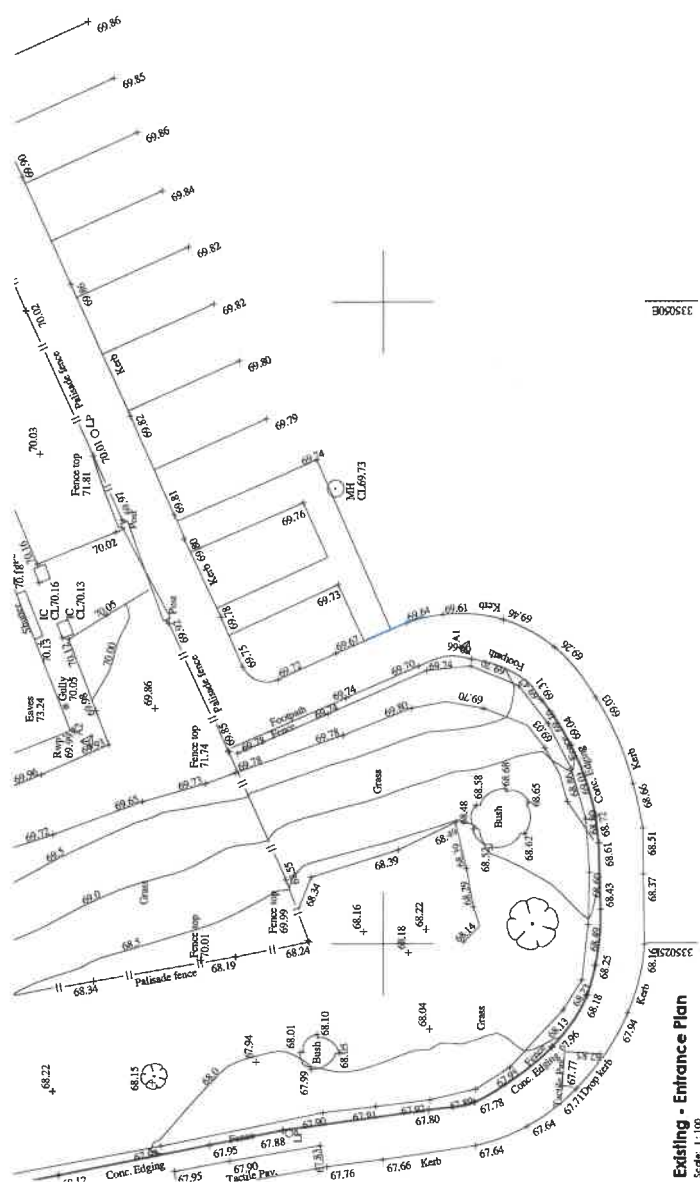
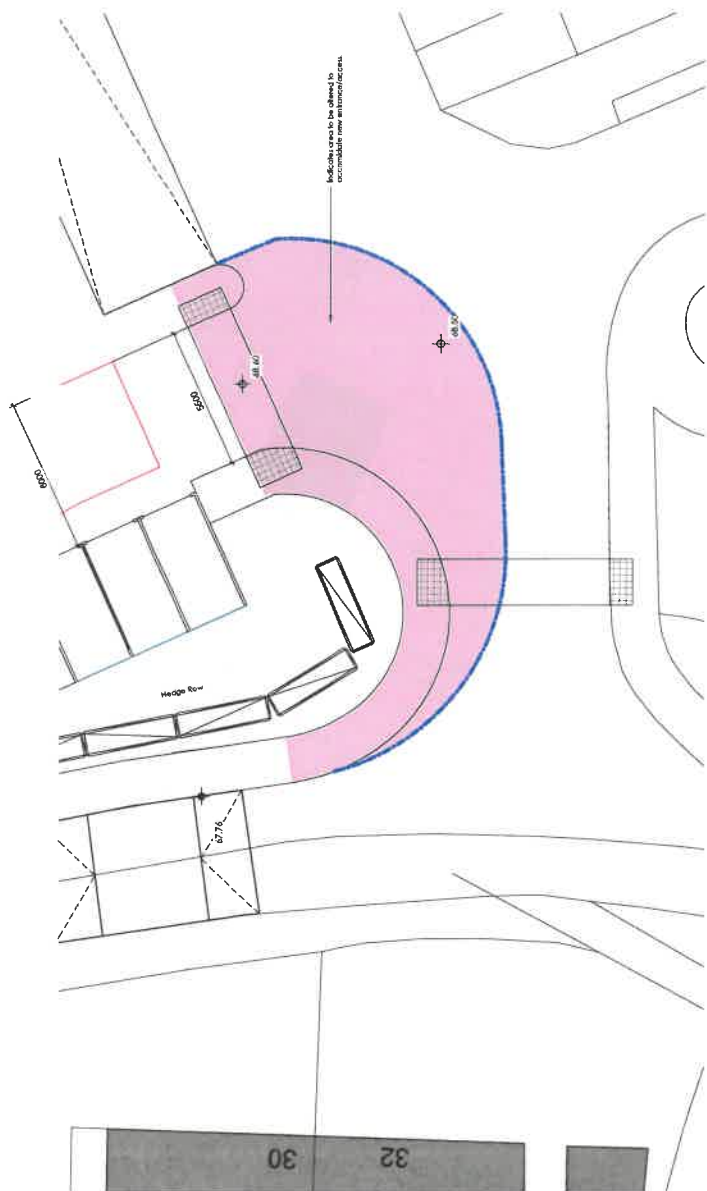
I understand that the applicant will be required to apply for consent to the Welsh Government to stop up this section of adopted highway under the Town and Country Planning Act 1990 – Section 247. I would recommend that this is included as a pre-commencement condition should the proposed development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

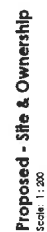
Supplementary Notes

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



Chief Officer, Environment & Technical





MEMORANDUM



From: Chief Officer, Environment & Technical

To: Chief Officer Planning & Regulatory

Our Ref: PR/DC/P/2019/0792

Your Ref: SEH/P/2019/0792

Date: 25th March 2020

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, erection of new apartment block comprising 10 no. two bed apartments and 6 no. 1 bed apartments.

I refer to your consultation / email dated 19/03/2020 including layout plans (Drg. Nos. SK01 Rev F and SK10 X) in respect of the above.

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. The proposed development is considered likely to result in significantly more vehicle movements than its previous use.

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. However, the visibility splays indicated on layout plan (Drg. No. SK10 X) are incorrect.

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 SK01 Rev F) appears to indicate the retention / provision of 12 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

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 SK01 Rev F) indicates this detail.

I would recommend that any existing footways bordering the site are widened to 2m including 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. The submitted layout plan (Drg. No SK01 Rev F) appears to indicate this detail.

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. 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.

The submitted layout plan (Drg. No. SK10 X) indicates a section of the existing unadopted access road (shaded pink) being proposed for adoption by the Highway Authority. The Highway Authority would not wish to adopt this section of unadopted access road. **I would recommend that the applicant submits an appropriately scaled plan indicating the sections of existing adopted highway required / proposed for stopping up.**

It would appear that our Asset Management Section have 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.

Adequate parking and turning provision must be provided for any alternative development at the site in accordance with LPGN 16 requirements. The proposed 16 apartments would normally require a maximum of 29 spaces in accordance with LPGN 16. The submitted layout plan appears to indicate the provision of 31 spaces for the proposed apartments which is considered adequate. Submitted layout plan (Drg. No. SK01 F) indicates the retention / provision of 12 spaces for communal use for the existing retail units.

The proposed internal access serving the apartments is a minimum width of 5.5m increasing to 6m wide beyond this point. Swept path details of an 11.2m long refuse vehicle (Drg. No. SCP/200070/ATR01) were previously submitted indicating that such a vehicle could enter, turn and exit the site in an appropriate manner.

The previously submitted layout plan (Drg. No SK01 Rev E) appeared to indicate the existing raised table traffic calming feature in a re-located position further north along Eaton Drive. Such an amendment would require public consultation and is unlikely to be supported. I would recommend that you contact our Traffic Section (Darren Green on tel: 01978 729643) to discuss this detail.

The amended plan (Drg. No. SK01 F) does not indicate the existing raised table traffic calming feature along Eaton Drive. I assume that this feature is now proposed to remain as existing. **Could you please ask the applicant to clarify this detail.**

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 which will need to be approved by our Flood Management Officer – Neil Taunt. The applicant will need to contact our Senior Flood Management Officer – Neil Taunt to discuss / agree any proposed surface water drainage system for the development 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 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. **I would recommend that the applicant provides further details on how these issues will be addressed.**

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.

I await the requested information.

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