

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: 5th December 2019

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 29/11/2019 including revised layout plan (Drg. No. SK01 Rev B) in respect of the above.

Access

The proposed development site is accessed off Eaton Drive which is an unclassified, residential road subject to a 20mph speed limit. Eaton Drive is subject to traffic calming features in the form of speed cushions / raised table.

Any proposed access in this location would need to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. It would appear possible to provide an access in this location that could provide the required visibility splays. However, the required splays have not been indicated correctly on the submitted layout plan (ie/ not measured to nearside edge of carriageway).

The proposed access would access directly onto the existing raised table / pedestrian crossing feature which is considered unacceptable. However, the revised layout plan indicates the re-location of the existing raised table in the northerly direction along Eaton Drive. Any proposed alterations to this existing feature would require public consultation (the applicant may wish to discuss this with our Traffic Section). Such a modification may not be supported through the consultation process. I understand that there is a significant on street parking issue along Eaton Drive. The re-location of the raised table / pedestrian crossing feature is more likely to result in parked vehicles (existing residents) being parked either side of the crossing impeding pedestrian visibility.

This section of Eaton Drive is only 4.9m wide. A minimum carriageway width of 5.5m would normally be required given the existing number of dwellings already using this road. The majority of existing dwellings along this section have no off-street parking provision. I understand that there is a significant on-street parking issue along this section of Eaton Drive which interferes with the simultaneous passage of vehicles. The proposed development will result in a significant number of additional daily vehicle movements in this location which is likely to exacerbate the existing issues experienced along Eaton Drive,

Any proposed access would normally require a maximum gradient of 1:24 for the first 10m. The existing site appears fairly steep. However, the revised layout plan appears to indicate an access with a suitable gradient.

Given the above issues, I would be unable to support an access in this location.

Layout (Drg. No. SK01 Rev B - received 29/11/2019)

The proposed access is approximately 6m wide with 6m kerb radii. Dropped kerb crossing points have been indicated across the proposed access. Typically a 1m wide rumble strip is required with crossing points behind for a shared surface access road. The proposed access road beyond the crossing points would not be considered suitable for adoption.

If the application is supported, I would recommend that the existing 1.4 – 1.8m footways around the perimeter of the site are widened to 2m.

Parking & Turning Provision

Adequate parking and turning provision must be provided for the proposed development 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 29 spaces for the proposed apartments which is considered adequate.

The provision of a suitable turning head (WCBC Standards Turning Head Details attached) to adoptable standards has not been indicated on the submitted layout plan. I assume that refuse vehicles servicing this site would have to do so by waiting on Eaton Drive whilst emptying potentially 32 waste / recycling bins which would be considered unacceptable particularly given the existing on-street parking issues in this location.

Waste Disposal / Recycling

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.

The provision of a suitable turning head to adoptable standards has not been indicated on the submitted layout plan. I assume that refuse vehicles servicing this site would have to do so by waiting on Eaton Drive whilst emptying potentially 32 waste / recycling bins which would be considered unacceptable particularly given the existing on-street parking issues in this location.

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 Flood Management Officer – Neil Taunt to discuss / agree any proposed surface water drainage system for the development site.

Construction Traffic Management Plan (including details of contractor parking)

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 would therefore be unable to support the proposed development given the issues raised above

Supplementary Notes

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

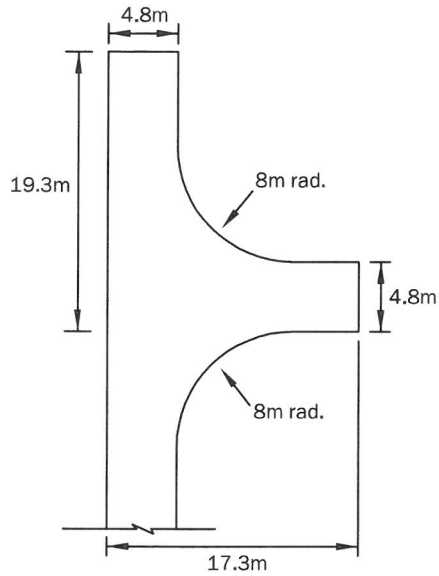


Chief Officer, Environment & Technical

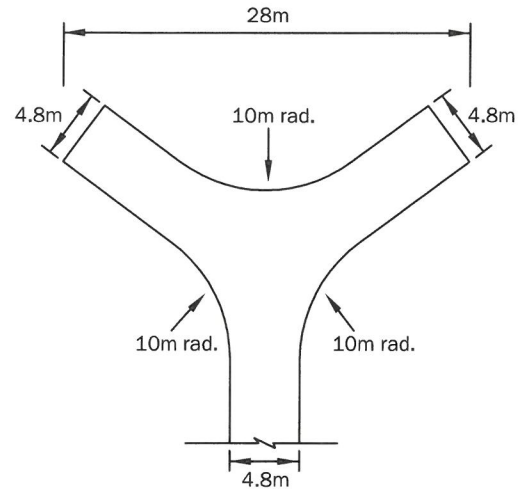
Turning Areas

4.8m Wide Carriageway

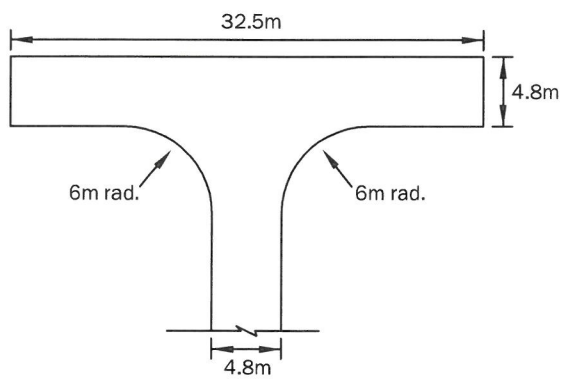
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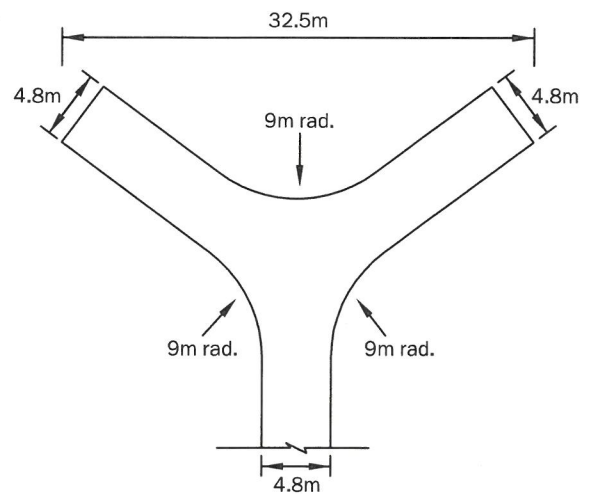
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Note:

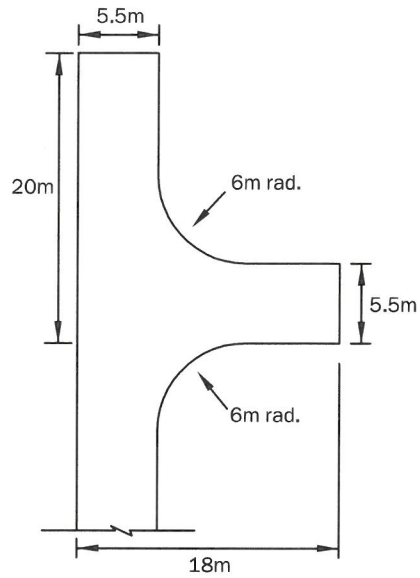
Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500

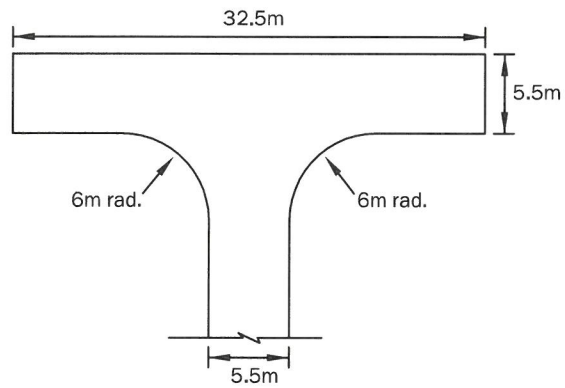
Turning Areas

5.5m Wide Carriageway

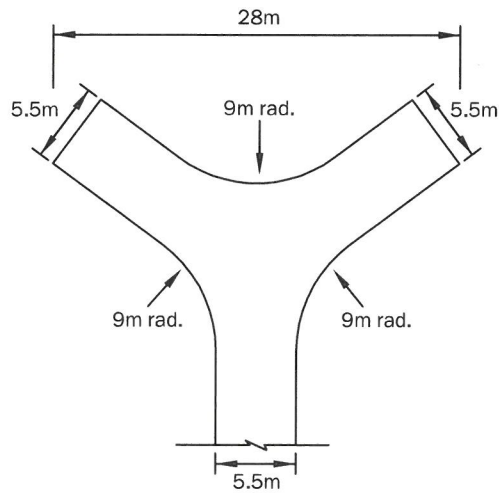
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Note:

Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500