

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0507 **Your Ref:** KH/P/2019/0507
Date: 17th July 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 347 514 Methodist Church, Rhosnesni Lane, Wrexham.

Development: Use of church as mixed use to include place of worship and youth centre.

I refer to your consultation dated 16/07/2019 in respect of the above.

The proposed development site is currently accessed off Rhosnesni Lane which is a classified road subject to a 20mph speed limit. This section of Rhosnesni Lane is subject to traffic calming measures and operates a one way system restricting flows from east to west.

Any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 25m in the easterly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets..

Visibility from the existing access is inadequate providing a splay of approximately 2.4 x 5m in the easterly direction being restricted by a 1.5m high brick pillar and railings beyond.

Given the proximity of the site to the school I would also normally recommend that any proposed access provides adequate pedestrian visibility with splays being measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. These splays shall thereafter be permanently retained clear of any such obstruction to visibility.

The existing access to the church located off Rhosnesni Lane is approximately 2.7m wide and is gated 1.9m behind the adjoining carriageway. I would normally recommend that any shared access is a minimum width of 4.8m with gates being setback a minimum distance of 5m behind the adjoining highway

Access / visibility could potentially be improved at the site. However, the proposed mixed use is not considered likely to generate any significant increase in vehicle movements or increased parking demand compared with its existing permitted use as a church.

There is currently parking for up to 2 no. cars off the existing access. Turning provision is not provided at the site. There would appear to be scope to improve the existing parking / turning provision at the site. However, I would assume that a significant number of visitors to the site will either be on foot or will be dropped off outside the church / youth centre along Rhosnesni Lane.

I would therefore advise you that I do not intend to make any recommendations on highway grounds.

Supplementary Notes

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

Peter O. Ahwaite

pp Chief Officer Environment & Technical