

# MEMORANDUM

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|-----------------|-----------------------------|------------------|----------------------------------------------|
| <b>From:</b>    | Service Manager Environment | <b>To:</b>       | Head of Community Well-being and Development |
| <b>Our Ref:</b> | P/2017/0319                 | <b>Your Ref:</b> | P/2017/0319                                  |
| <b>Date:</b>    | 22 September 2017           |                  |                                              |

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## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 2941 5384 Engedi Methodist Chapel, High Street, Brymbo

**Development:** Demolition of existing structure and erection of 9 no. affordable homes apartments with associated parking and access.

I refer to your revised consultation dated 18 September 2017 in respect of the above.

The existing church is situated on an unclassified highway subject to a 30 mph speed limit although vehicular speed is considered to be no more than 25mph due to the geometry of the road. The 1.5m high wall in front of the Methodist Church currently restricts visibility to approximately 2.4 x 3m in both directions.

The current access to the site is centrally located along the frontage of the site, although parking provision on the site is restricted to a maximum of four cars with no turning facility. As the site has a D1 class use it could be used as a day nursery or public hall without planning permission; this could potentially create traffic issues in the vicinity of the site.

The width of High Street along the frontage of the site varies between 4 and 6m. There is a particular narrowing of the highway at the bend to the north of the site. The highway network around the site suffers from inadequate pedestrian provision; there is a 0.7m wide footway on the east of the carriageway and no footway provided along the church frontage.

The submitted plans now demonstrate improved pedestrian provision with a footway of 1.2m width provided along the frontage of the site to link in to the existing provision in front of the dwellings known as Gwalia.

A visibility splay of 2.4 x 33m to the centre line is demonstrated in a northerly direction and 2.4 x 33m to the kerb edge achievable to the south. This would be concurrent with Welsh Government guidelines and provide substantial improvement to the existing site access.

Parking provision for the new development is below LPGN 16 recommendations. However the site is in fairly sustainable location, on the bus route and close to all the facilities within the village centre. Given previous planning appeal decisions on car parking standards I consider that a recommendation for refusal on the grounds of inadequate parking is difficult to justify.

There appears to be adequate space for a vehicle to manoeuvre into and out of every parking space, which will enable them to leave the site in a forward gear.

I recommend that any permission include the following conditions:

## CONDITIONS

- ZJO7  
043R**      **ACCESS SURFACE (5 metres)**  
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.
- ZJO9  
033R**      **NO GATES**  
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- ZJ11  
039R**      **ACCESS WIDTH**  
The vehicular access hereby approved shall be a minimum width of 4.8 metres.
- ZJ19  
038R**      **VISIBILITY SPLAYS (NEAR SIDE AND CENTRELINE)**  
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres to the south measured to the nearside edge of the adjoining highway, and 2.4 metres x 33 metres to the north measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ22  
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, 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.
- 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:  
1) Detailed layout, design, drainage and construction of the proposed new 1.2m wide footway,  
The scheme as is approved shall be fully implemented prior to first use of the development.
- 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.

*Peter O'Murphy*  
by - Service Manager Environment