

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2017/0319	Your Ref:	P/2017/0319
Date:	9 May 2017		

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 consultation dated 26 April 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.

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 do not demonstrate any improvements to pedestrian provision; it is considered that a footway of minimum 1.2m width should be provided along the frontage of the site to link in to the existing provision in front of the dwellings known as Gwalia.

There is no indication on the plans of the level of visibility proposed at the site access. It appears that a splay of 2.4 x 33m to the centre line is achievable 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 is well 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.

Whilst I do not object to the principle of development could you please ask the applicant to demonstrate the following on a revised plan:

- Visibility of 2.4 x 33m in both directions from the proposed site access
- A 1.2m wide pedestrian footway across the full frontage of the site
- Minimum site access width of 4.8m

Can you also ask them to explain what the yellow dashed line shown on the plan to the south easterly boundary of the site is meant to represent.

Peter Douthwaite

MA Service Manager Environment