Wesleyan Chapel, Station Road, Biddulph, Staffordshire

Conversion and extension of former chapel to form 7No. apartments with new vehicular access and car parking

SMD/2014/0733

4. Notwithstanding any details shown on the approved plans no development shall be brought into use until revised details indicating the following have been submitted to and approved in writing by the Local Planning Authority: - Revised parking layout to the rear of the building indicating a layout to allow all vehicles to reverse out of the parking bays; - Revised access details indicating retention of wall (reduced in height to 600mm) for a distance of 900mm from gable wall of Albion Mill to protect existing lighting column and retain lighting column in its existing position maintaining a minimum access width of 6m; The parking bays shall thereafter be provided in accordance with the approved details and be completed prior to first use and occupation and shall thereafter be retained as such for the lifetime of the development.

Reason:- In the interest of highway safety and to provide adequate manoeuvring space to enable vehicles to exit the bays and to protect the existing lighting column. 5. The development hereby permitted shall not be brought into use until the access to the site within the limits of the public highway has been completed.

Reason:- In the interest of highway safety

6. Nothing shall be placed or allowed to remain within 2.4m of the carriageway edge that is greater than 600mm in height above the adjacent carriageway level.

Reason:- In the interest of highway safety

The parking arrangement as shown on the approved plan (drawing 16 of October 2014), is not a realistic design, as all 7No. car parking spaces are so positioned that any vehicles exiting the car park will have to reverse out of their space and onto Station Road. This is a busy local road which connects directly to the town by-pass, and hence it would make it difficult for the driver to carry out their manoeuvre. The 3No. spaces shown at the rear of the car park are particularly inaccessible, in that they will have to reverse through the narrow gap between the proposed extension and boundary wall. The furthest parking space is further hampered by being positioned parallel to a high wall, which will make turning into and out of the space extremely difficult.

It is therefore proposed that the parking area is moved to the rear of the building, with the access coming from the existing driveway currently serving the adjacent development at 46A Station Road. This development is also owned by my client, Yasser Heald. The communal garden area for use by residents is to be moved to the side of the building, in front of the proposed extension. This revised external layout is shown on the plan attached to the email. The advantage of this arrangement is that drivers are not required to reverse too far, and are able to turn around within the driveway area, and can exit onto Station Road in a forward gear.

By using this existing driveway, a new access will not be required to the right hand side of the building (as viewed from Station Road). To enclose this external part of the development, my client would like to build a low level brick wall and railing, which is also indicated on the accompanying plan. The style and height of the wall/railings is to closely match the type used in the adjacent development at 46A Station Road, as shown in Photo 4 in the appendix.

This provision will ensure that the existing lighting column adjacent to the gable of Albion Mill can be retained in its current location, and not be at risk of being struck by turning vehicles.



Photo 1, 46A Station Road, Biddulph (SMD/2012/0699)



Photo 2, Wesleyan Chapel, Station Road, Biddulph (SMD/2014/0733)



Photo 3, Window detail at 46A Station Road, Biddulph



Photo 4, Front wall adjacent pavement at 46A Station Road, Biddulph