

7728- MILWARD HALL YOUTH CENTRE: SITE ACCESS AND RELOCATING RAISED BLOCK PAVING PEDESTRIAN CROSSING - TECHNICAL NOTE

Date 18/10/18

Introduction

GCA (UK) Ltd has been commissioned by Charles Wainwright Development Ltd to undertake drainage surface/ foul water and other Civil engineering related works for a proposed conversion of a former youth centre to contain 16 units of C3 residential apartments and an extension to North side of the building with a new roof. It is also proposed to relocate the existing site entrance to the north of the site. The proposed entrance is located opposite to an existing pedestrian/ speed hump crossing; hence this option would require relocating the pedestrian crossing to a suitable new location.

The purpose of this report is to provide evidence for the Local Planning Authority (LPA) that the current proposed access to the site is not in a suitable location. Therefore, it is proposed to locate the new access near to the extension which would have no effect on the existing pedestrian crossing. **See Appendix A**

Proposed Access to Site as per Current Planning Application

It is proposed to relocate the existing site access to the north of the site. The new entrance is located opposite to an existing pedestrian crossing. The Local Planning Application states to relocate the pedestrian crossing to a suitable location but not far from the junction and in the interest of highway safety. The existing pedestrian crossing is made of raised block paving in the carriageway such as speed hump with full height kerbs and tactile paving.

The existing pedestrian crossing is close to Rajah Tandoori Restaurant and Adrian Wilson Vehicles Mechanics shop which mostly have a long section of drop kerbs only.

Arising problems with relocating existing pedestrian crossing

It is a common practice to keep pedestrian crossing closer to junctions to limit unnecessary walking. When road crossings are constructed far from a junction, pedestrians tend to not use them and cross a road when and where they want which leads to disorder and increase the possibility of having accidents.

The existing pedestrian crossing is constructed of raised block paving in a form of traffic calming (speed hump) with full height kerbs and tactile paving on both side of the road.

To relocate the existing pedestrian crossing to the south of the proposed access and construct it like for like as it stated in The Planning Application condition 12. It would require raising the kerb heights opposite to Rajah Tandoori Restaurant where currently the footpath has drop kerbs height. This would be similar case if the new crossing is further moved to the south, plus getting away the

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GCA (UK) Limited. Company Registered No. 3895205

Chairman:-

G.T. Collett, C.Eng., M.I.C.E., M.I.Struct.E.

Managing Director:-

J. Thomson, M.Eng. (Hons) C.Eng. M.I.Struct.E., M.I.C.E

Director:-

N.J. Collett, Company Secretary

Technical Directors:-

H. Ghatuara, B.Sc., C.Eng., M.I.Struct.E.,

J. Illingworth, M.B.A (Open), B.Sc., (Hons) C.Eng., M.I.Struct.E., F.F.B.



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junction. Any works done to the pedestrian crossing would be considered as major road work and require a section 278 works.

New Proposed Access Location

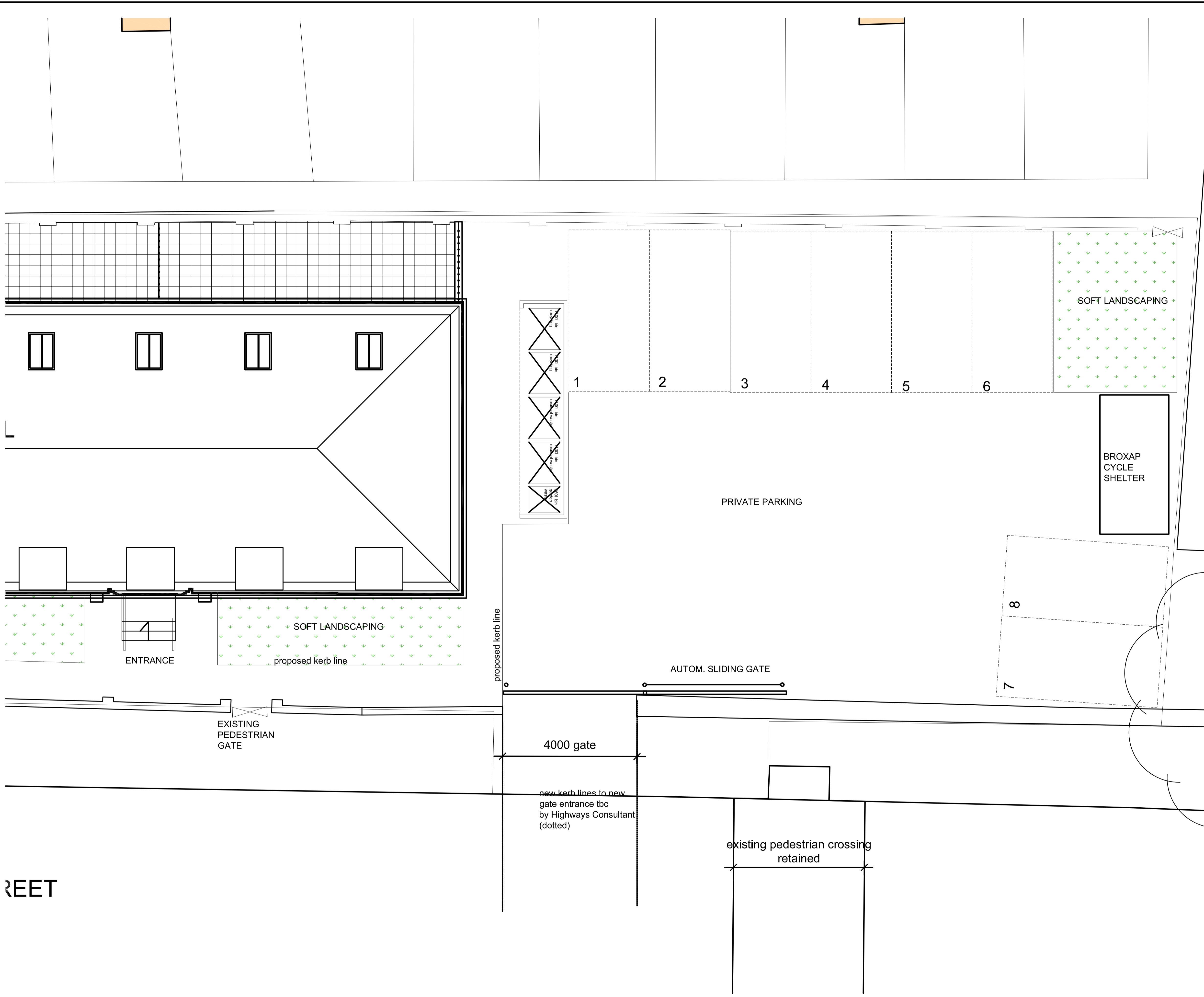
It is proposed to relocate the new access to the north of the site, placing it near to the new extension and away from the existing pedestrian crossings. **See Appendix A.** This option is already discussed with the Staffordshire Highway Team, David Plant (Project Engineer at Staffordshire Moorlands and Peak Park). **See Appendix B.** As he pointed out in his correspondence that this is considered a minor road works and needs Section 111 application not Section 278. This option facilitates 8 car parking spacing in the car park. A vehicle tracking exercise was carried out to demonstrate that all parking bays are accessible. **See appendix C.**

CONCLUSION

- The new access location does not require to relocate the pedestrian crossings.
- There is no suitable location for relocating the pedestrian crossings due to the extended drop kerb line on the opposite side of the road to the site.
- The new access location requires no work to raise the kerbs/ footway levels to the opposite side of the footway which mostly has drop kerbs. The two neighbours are (Rajah Tandoori Restaurant and Adrian Wilson Mechanic shops) which both needs drop kerbs height for the nature of their user customers. It is highly unlikely that they would be happy with the previous proposal.
- The new access location does not require major road works S278 and more likely to be minor road works under S111.

Wajid Wastakaran MEng (Hons)
Civil Engineer GCA (UK) Ltd

Appendix A
Proposed Car park with New Access Location



HEALTH & SAFETY INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION

- 1. Verify/divert all services (gas, heating pipes, water, etc)

MAINTENANCE/CLEANING/OPERATION

- 1. N/A

DECOMMISSIONING/DEMOLITION

- 1. N/A

NOT FOR CONSTRUCTION UNLESS STATED BELOW

NOTES

- 1. Do not scale from this drawing.
- 2. Standard Design Vehicle:
 - Overall Length 4.8m
 - Overall Width 2.0m
 - Overall Body Height 1.950m
 - Min Body Ground Clearance 0.100m
 - Track Width 2.000m
 - Lock to lock time 4.00s
 - Wall to wall turning radius 6.000m

Rev	Date	Details	Rev by	Approved
			Name	Date
			Drawn SJ	28.09.18
			Checked WW	28.09.18
			Approved MG	28.09.18
client Mr Wainwright				
project Millward Hall at Salisbury Street				
title Alternative Car Park Layout #2				
Dwg No 04.6				
Project No 7728		Scale As Noted @ A1		Rev
Preliminary	<input checked="" type="checkbox"/>	Detailed	<input type="checkbox"/>	Tender
	<input type="checkbox"/>	Construction	<input type="checkbox"/>	As Built

All Dimensions in Millimetres unless stated otherwise. Do not scale Dimensions from this drawing

Appendix B
David Plant correspondence

Mark Muckle

From: Plant, David (E,I&S) <david.plant@staffordshire.gov.uk>
Sent: 15 August 2018 15:25
To: Mark Muckle
Subject: RE: Millward Hall Youth Centre Conversion, Leek, ST13 5EE Ref: SDM/2017/0460

Mark,

As discussed, this is the link to SCC Highways works agreements:

<https://www.staffordshire.gov.uk/transport/staffshighways/highwayscontrol/HighwaysWorkAgreements.aspx>

Its likely that a S111 will be required, but whether its major or minor would depend on your estimate of the cost of works.

If the access can be moved (with the agreement of the planners and likely revised planning application) this is the link to permits and licences:

<https://www.staffordshire.gov.uk/transport/staffshighways/licences/Home.aspx>

Regards,

Dave

D. R. Plant
Project Engineer (Staffordshire Moorlands and Peak Park)
Staffordshire County Council,
Staffordshire Place 2,
Tipping Street,
Stafford
ST16 2DH

Tel 01785 276702

david.plant@staffordshire.gov.uk

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From: Mark Muckle [mailto:mark.muckle@gca-consulting.com]
Sent: 13 August 2018 10:35
To: Plant, David (E,I&S)
Cc: Highways; Transport Dev Control Moorlands (Place)
Subject: Millward Hall Youth Centre Conversion, Leek, ST13 5EE Ref: SDM/2017/0460

Dear Mr Plant and/or Highways Team

Please refer to the above project under Reference Number: SDM/2017/0460 as provided on 20 March 2018. We would like to seek clarity on condition 12 relating to requirements for submission of the relevant information, please. Can you kindly confirm whether a Section 278 Application will be required, or will this be carried out as a minor S184 process with dropper kerb application? Further to the clarity, can you please confirm the supporting information Highways would seek from the Developer in order to discharge the condition and approve the scheme, e.g. speed survey, ATC, visibility splays, etc. I would appreciate either a phone call or email confirming above. Please advise, many thanks.

Regards,

Mark Muckle Pr.Tech Eng (Civil)
Civil Engineer

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Appendix C
Vehicle Tracking

