

# MEMORANDUM

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|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
| <b>Our Ref:</b> | ET/DC/MM/P/2023/0202                   | <b>FAO:</b>      | Gwyn Humphreys                      |
|                 |                                        | <b>Your Ref:</b> | P/2023/0202                         |
| <b>Date:</b>    | 7 July 2023                            |                  |                                     |

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## **Land at Honkley Dairy Unit, Golly, Rossett, Wrexham, LL12 0AL Erection of rural enterprise dwelling and associated works**

Further to your email / consultation dated 21/04/2023 in respect of the above, we comment as follows:-

The planning application is for the erection of one 3-bed dwelling and all associated works at the land at Honkley Dairy Unit, Golly, Rossett. (Grid reference 335594 358958.)

An existing caravan is located to the northern boundary of the application site and will be retained.

### **Site Access**

The site will be accessed from an unadopted, private track which connects to Town Ditch Lane to the south and provides access to a dairy unit to the north.

Town Ditch Lane is a rural single lane carriageway with passing places and is of C-road classification. Although it is subject to a 60mph speed limit it is likely that vehicles speeds will be lower given the narrow geometry of the road and restricted forward visibility due to the adjacent hedges.

The existing Town Ditch Lane/private access track junction and the private access track are established and are utilised by vehicles associated with the existing Dairy Unit.

It is noted that the existing trees and hedge rows on Town Ditch Lane at the junction with the private track, could inhibit visibility. These should regularly be maintained to avoid vegetation impacting visibility.

It is recommended that the gate shown in drawing 6238 / RJC / 003 as part of the proposed development opens inwards and is setback from the junction with the private track to allow enough room for a vehicle to park off the private track whilst the gate is opened or closed.

It is recommended that visibility at the proposed development access onto the private road should be kept clear.

It is recommended that the private access track at the Town Ditch Lane/private access track junction is surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5m behind the adjoining highway. This would mitigate the risk of loose materials on the private access track being transferred to the public highway and potentially being a skid risk for vehicles travelling on Town Ditch Lane.

**Road safety**

The collision record in the past 5 years for Town Ditch Lane has been reviewed using Crashmap. No collisions which resulted in injury, were noted in that period.

**Public Right of Way**

It is noted that Footpath BUR/23 intersects with the private track close to its junction with Town Ditch Lane. The proposal does not include any changes at this location and therefore there are no highway concerns.

Access to the public footpath should be maintained during construction.

**Parking**

The proposals include three parking bays and a single garage in line with WCBC parking standards.

**Servicing**

It is not clear from the submitted plans how servicing will be carried out at the proposed property. Details of proposals for refuse collection should be provided.

**Conclusion**

Further information is required for Highways review of this application:

- Details of proposals for refuse collection.



Chief Officer, Environment & Technical