

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0136 **Your Ref:** SEH/P/2022/0136
Date: 10th March 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 362 402 Gwalia Fields adjacent to Gwalia Farm, Oswestry Road, Wrexham.

Development: Change of use of land to Dog Walking Field.

I refer to your consultation / email dated 08/03/2022 including layout plan (Drg. No. 1025-02-01-003) in respect of the above.

Access

The proposed development site is located on Gwalia Lane which is a narrow, unclassified, rural lane which is subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing / proposed access is adequate in both directions providing splays in excess of 2.4 x 43m measured to the centerline of the adjoining highway. The submitted layout plan indicates the provision of the required splays from the proposed access.

The existing access is approximately 4m wide and is gated 3.8m behind the edge of carriageway. The access is unsurfaced. I would normally recommend that an access of this nature is a minimum width of 4.8m and is gated a minimum distance of 10m behind the adjoining highway. I would normally recommend that such an access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

The submitted layout plan indicates the provision of a 4.8m wide access with gates setback 10m behind the adjoining highway which is considered acceptable. The access will require hard bound surfacing as indicated above. In this instance, it could include a grasscrete surface.

Traffic Generation

The proposed / existing access is located approximately 180m south of the B5069 Oswestry Road. This section of Gwalia Lane is narrow and does not benefit from any formal passing places. The simultaneous passage of vehicles along this section of road is therefore difficult.

The field currently appears to be used for horses and I assume has very little existing traffic generation associated with its use. I understand that the proposed dog walking facility will be limited to a maximum of 3 dogs per session with each session lasting 30 minutes. Based on 3 cars per session, the proposed facility has the potential to generate up to 12 movements per hour. Based on an assumed 8 hour day, the proposed development could potentially generate around 96 movements. This is broadly equivalent to the potential traffic generated by 12 no. dwellings and would be considered significant.

Given the narrow nature of Gwalia Lane, it would be difficult to support such a development unless access to the site could be improved. If the application is supported then it may be considered appropriate to limit the number of customers that are permitted each session / per day.

In order to support the proposed development, it may be considered appropriate to request a couple of passing places along this section of Gwalia Lane. The applicant would be required to enter into a s.278 agreement with the Council in order to construct any such features. The submitted layout plan indicates the provision of 2 passing places which is considered to be of significant benefit. I would recommend that the proposed passing places are a minimum length of 16m with 2m tapers each end providing an increased overall carriageway width of 5.5m in these locations. **I would recommend that the applicant provides a suitably scaled layout plan indicating the above detail.**

Parking and Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the site.

The number of parking spaces required could be provided in line with a suitable condition which controls the maximum number of cars / clients allowed on site at any one time via the suggested booking system. This could include delaying arrivals and departures between each consecutive session.

The proposed parking arrangement indicated on the submitted layout plan appears awkward, I would recommend that all spaces are provided away from the gated access with a minimum of 6m clearance behind for turning. **I would recommend that the applicant provides a suitably scaled layout plan indicating the above detail.**

I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to be 'R. Jones' or similar, written in a cursive style.

Chief Officer, Environment & Technical