

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: 6th April 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 31/03/2022 including revised 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 or similar surface as is proposed.

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 eg/ 3 cars. **I would recommend that a suitably worded condition is included which limits the operation of the business to the suggested levels of customers and vehicle movements.**

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. The proposed passing places are a minimum length of 16m with 2m tapers each end providing an increased overall carriageway width of at least 5.5m in these locations which is considered acceptable.

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 acceptable.

I therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41
026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

- ZJ16**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43m in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ08**
043R **ACCESS SURFACE (10 metres)**
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.
- ZJ09A**
033R **NO GATES WITHIN 10 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.
- NONSTD**
026R **SUBMISSION OF FURTHER DETAILS**
E06N No part of the development shall commence until a scheme detailing the construction
E07N of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new passing places along Gwalia Lane,*

The scheme as is approved shall be fully implemented prior to first use of the development.

Supplementary Notes

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

Notes to Applicant:

- *Public Footpath No.5 - Overton passes along the southern edge of the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.*
- *The proposed passing places should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.*
You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.
The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

A handwritten signature in black ink, consisting of a stylized 'K' followed by a horizontal line and a small loop.

Chief Officer, Environment & Technical