

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0525 **Your Ref:** SJG/P/2022/0525
Date: 13th June 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 580 Barton House, Darland Lane, Rossett, Wrexham.

Development: Conversion of building to 3 dwellings.

I refer to your consultation / email dated 09/06/2022 including layout plan (Drg. No. 02-DR-010) in respect of the above.

Access (off Darland Lane)

The proposed two bed dwelling is located on Darland Lane which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the existing traffic calming features (speed humps) along this section.

Assuming typical speeds of 25mph, any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.0 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing footway fronting the site reduces in width to approximately 1.7m with a hedgerow behind the back of footway. I would recommend that the existing hedgerow is removed and the existing footway widened to 2.0m. This would require the applicant to enter into a s.38 / 278 agreement with the Council. This condition was imposed under planning consent ref: P/2016/0303.

The required splays from the proposed access onto Darland Lane have not been indicated on the submitted layout plan and the footway has not been annotated for widening to 2.0m. **Could you please ask the applicant to indicate the requested footway widening and proposed visibility splays (as detailed above) from the proposed access onto Darland Lane.**

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected.

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.

There would appear to be an existing access on the corner of the junction fronting plot 2 with an existing dropped kerb. I would recommend that the existing dropped kerb / footway is reinstated to full height footway construction. Appropriate dropped kerb crossing point and tactiles will be required across the existing access serving Lavister Walks. **Please ask the applicant to annotate this detail on a revised layout plan.**

Parking & Turning Provision

In terms of parking / turning provision, I comment as follows:-

The provision of 2 parking spaces for the proposed 2 bed dwelling is considered adequate.

As the proposed dwelling fronts a classified road, off road turning provision would normally be required. However, the provision of adequate turning facilities is not considered to be critical in this instance given typical speeds along this section / traffic calming measures in place.

Access (off Lavister Walks)

The proposed access serving the 2 no. 3 bed dwellings is located on Lavister Walks which is an unclassified, residential road (cul de sac) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

The existing footway fronting the site is approximately 1.6m wide .As previously highlighted in respect of planning application ref: P/2016/0303 I would recommend that the existing footway is widened to 2.0m. The existing dropped kerb footway providing access to the existing offices will need to be reinstated to full height footway construction where necessary. **Please ask the applicant to annotate this detail on a revised layout plan.**

Parking Provision

In terms of parking provision, I comment as follows:-

I would normally recommend that each 3 bed dwelling provides 3 parking spaces in accordance with LPGN 16 requirements to minimize the likelihood of any on-street parking along Lavister Walks. Only 2 spaces have been provided for each plot. The proposed driveway length appear to be less than the required standard ie/ 9.6m for 2 spaces, 14.4m for 3 spaces. I would suggest that 3 spaces per dwelling would be beneficial in this location given that any potential on-street parking may well occur directly opposite the existing internal junction within Lavister Walks.

Could you please ask the applicant to indicate / annotate the dimensions of the proposed driveways (see attached WCBC Driveway Details) to cater for 3 parking spaces per plot on a revised layout plan.

Street Lighting

There is an existing street light erected on a telegraph pole fronting the site along Darland Lane. Any required modifications / upgrade to the existing street lighting along Darland Lane will need to be agreed with our Street Lighting Section. I would recommend that the applicant liaises with our Street Lighting Section (contact Paul Rogers on Tel: 01978 729673) to discuss / arrange. **I would recommend that a suitable note is included on revised layout plan.**

I await the requested information.

Notes to Applicant

- *The proposed highway works 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 Section 38 / 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

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K.', with a stylized, flowing script.

Chief Officer, Environment & Technical