

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2016/0712	Your Ref:	PF/P/2016/0712
Date:	11 th August 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 376 576 Land at The Bungalow, Darland Lodge off Darland Lane and Gamford Lane, Rossett, Wrexham.

Development: Outline application to erect 47 dwellings and associated infrastructure works with all matters reserved.

I refer to your consultation dated 28/07/2016 including layout plan (Drg. No. GAM - 003) in respect of the above.

The proposed development site is located on Gamford Lane which is a rural, classified road subject to a 30mph speed limit.

Access

Assuming typical speeds of 30mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. However, there is an existing speed cushion located along this section of Gamford Lane which will result in speeds typically lower than 30mph as vehicles approach from Darland Lane travelling in the southerly direction. I would therefore estimate typical vehicle speeds approaching from the north west from Darland Lane at being around 25mph. A visibility splay of 2.4 x 33m measured to the nearside edge of the adjoining highway would therefore be required from any proposed access in the northerly direction.

It would appear possible to provide the required visibility splays from a centrally located access along this section of Gamford Lane.

Adequate forward visibility would be required for vehicles approaching any proposed access from the southerly direction. It would appear possible to provide a suitable access to serve the development site which could provide a stopping site distance of 43m.

Any proposed access (serving 47 no. dwellings) would need to have a minimum carriageway width of 5.5m incorporating 6m kerb radii. Any proposed estate roads / turning heads / footways will need to be designed in accordance with Manual for Streets and comply with WCBC Adoptable Standards.

Any proposed turning heads will need to accommodate the turning movements of an 11.2m long refuse vehicle.

I would recommend that the proposed development is served by a single access point centrally located along this section of Gamford Lane.

I would not wish to support the individual access points serving plots 33 – 36 & 41 – 42 indicated on the submitted layout plan in the interests of highway safety. Adequate visibility would not appear achievable from these access points.

I would recommend that the applicant submits a revised layout plan indicating the above details including required lateral & forward visibility splays from a centrally located access including the location of the existing speed cushion.

Highway Improvements

Access to / from the development is typically via Chester Road / Darland Lane to the north west and Gamford Lane / Rossett Road to the south east. Access via Chester Road / Darland Lane is considered adequate. Access via Gamford Lane / Rossett Road is not ideal due to narrow carriageway widths and lack of footway / lighting provision along Gamford Lane. However, it is anticipated that the vast majority of vehicle movements generated by the proposed development are likely to use the Chester Road / Darland Lane route to access the site.

It would appear that traffic movements along Gamford Lane comprise a significant number of vehicles which use this route as a short cut between those travelling between the Chester Area and the Holt / Farndon area.

The existing carriageway width, footway provision and street lighting provision along this section of Gamford Lane is currently substandard and will need to be upgraded if the application is to be supported.

The existing carriageway width along this section of Gamford Lane typically ranges between 4.2 – 5.0m and often struggles to accommodate the simultaneous passage of 2 no. vehicles. In order to consider supporting this application, I would recommend that the existing carriageway along the site frontage between Darland Lodge and boundary with Barnfield Cottage is widened to a minimum width of 5.5m

I would also recommend the provision of a 2.0m wide footway along the site frontage in the interests of pedestrian safety. A suitable scheme of street lighting along Gamford Lane will also need to be submitted in the interest of highways safety along with a lighting scheme for the internal access roads / footways.

In order to carry out the proposed highway improvements and construct the development site, the applicant will be required to enter into a s.38 / 278 agreement with the Council.

I would recommend that the applicant submits a revised layout plan indicating the above improvements.

The existing private access serving both Darland Lodge & The Bungalow is of inadequate width and suffers from poor visibility onto Gamford Lane.

Based on typical speeds of 25mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from this existing shared access is inadequate providing splays of approximately 2.4 x 5m in both directions. Visibility is impeded in both directions by the existing hedgerows. I would recommend that the applicant considers how visibility can be achieved / improved at this access.

The existing shared access is only approximately 3.5m wide at 5m behind the adjoining highway. As this access is shared and also includes agricultural use, I would recommend that any improved access is widened to a minimum of 4.8m wide for at least 10m behind the adjoining highway and surfaced with hard bound materials. The existing access would also benefit from a suitable passing place.

I would recommend that the applicant submits a revised layout plan indicating how the existing access can be improved in terms of width / design and visibility.

Public Footpath (PROW No. 22 – Allington)

There is an existing public footpath opposite the development site which leads to Darland High School. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development and any required footpath improvements. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Parking Provision

Adequate parking provision will be required for each dwelling in accordance with LPGN 16.

Garage spaces are not included as providing parking provision (LPGN 16).

Driveway dimension requirements are as follows:-

- A driveway with 3 cars in line behind a garage would need to be minimum 15.1m in length.
- A driveway with 2 cars in line behind a garage would need to be minimum 10.3m in length.
- A driveway with 2 cars side by side would need to be minimum width of 5.6m.
- A single driveway needs to be a minimum width of 3.2m.

Surface Water Drainage

A suitable scheme for the disposal of surface water will need to be submitted for further approval.

I understand that there are flooding issues associated with the highway network along Gamford Lane adjacent to the proposed development site and around the junction of Darland Lane. I understand that our Flood Management Officer (Neil Taunt) has requested a Flood Consequence Assessment is carried out by the applicant to ensure any future development could take place without an unacceptable risk to either the development or surrounding area. I would recommend that the applicant contacts Neil Taunt on Tel: 01978 729734 to discuss the proposed development site.

I await the requested information.

Notes to Applicant

- *The proposed scheme 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.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, 2, 3, 4 & 5 of the supplementary notes.

peter d m warte

M Service Manager Environment