

# MEMORANDUM



---

**From:** Service Manager Environment                      **To:** Head of Environment and Planning  
**Our Ref:** EP/DC/PP/2016/0384                      **Your Ref:** MP/P/2016/0384  
**Date:** 24<sup>th</sup> May 2016

---

**TOWN AND COUNTRY PLANNING ACT 1990**  
**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 377 573 Gamford House, Gamford Lane, Rossett, Wrexham.  
**Development:** Change of Use and Conversion of Barns to form 6 no. Residential Units, Construction of 2 no. Semi-Detached Dwelling Houses (Replacement of Existing Farm House) and Demolition of Remaining Structures Across the Site.

I refer to your consultation / email from Cassidy & Ashton dated 18/05/2016 including revised layout plan (Drg. No. C3651 L03 Rev P2) in respect of the above.

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

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There would appear to be two main existing access points serving the development site:-

**Access Point (serving farm buildings)**

This existing access is approximately 10m wide and currently suffers from inadequate visibility in both directions. Visibility to the south east is approximately 2.4 x 14m and 2.4 x 16m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow / vegetation either side of the access.

The existing access is hard paved and slopes towards the development site.

**Access Point (serving farmhouse)**

This existing access is 4.2m wide and currently suffers from inadequate visibility, providing splays of approximately 2.4 x 3m to the south east and 2.4 x 12m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow / vegetation either side of the access.

The existing access is hard paved, slopes towards the development site and is gated approximately 2.5m behind the adjoining carriageway.

## **Proposed Access Arrangements**

It is proposed to utilise the existing main access point (currently serving farm buildings) to serve the development site. The existing access serving the farmhouse will need to be permanently closed up and reinstated as grassed highway verge.

Any proposed shared access would need to be at least 4.8m wide and paved with hard bound materials. The proposed access appears to be approximately 6.5m wide which is considered acceptable.

It would appear possible to provide adequate visibility from the proposed access point (ie/ 2.4 x 56m in both directions) subject to the removal of existing boundary hedges and trees. It would be considered preferable to serve any proposed development site by a single shared access point in the interest of highway safety.

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 within 5m of the highway boundary.

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 where the access falls towards the highway.

Gamford Lane has no footway or street lighting provision. Pedestrians would therefore have to walk a significant distance along an unlit rural lane. I would therefore not consider this site to be in a sustainable location to support any significant residential development. The proposed development site would not appear to meet the requirements of the settlement policies (3.4) detailed in TAN 18.

However, if the application is to be supported, I would recommend that any proposed development is limited to previous traffic generation levels experienced by the former pig farm. For comparison purposes, a single dwelling typically generates around 11 vehicle movements per day.

The information submitted by the applicant appears to indicate that the farm previously generated a particularly high number of daily vehicle movements (ie/ 107 daily movements). Some of these movements included larger vehicles / HGVs. Based on the above information, the proposed development (ie/ 8 no. dwellings) is likely to generate fewer vehicle movements compared with previous movements generated by the farm.

## **Parking & Turning Provision**

Given the relatively remote / unsustainable location of the site, I would recommend that parking provision is provided in line with LPGN 16 maximum standards. The provision of 3 no. parking spaces per dwelling is considered adequate.

Consideration should be given to how the site will be serviced by an 11.2m refuse vehicle and how delivery vehicles will turn / maneuver within the curtilage of the site. The proposed site layout appears capable of accommodating the turning movements of such a vehicle.

## Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development.

Could you please ask the applicant to liaise with our Senior Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

Although the proposed development site would not appear to meet the requirements of the settlement policies (3.4) detailed in TAN 18, if the application is supported I would recommend any permission include the following conditions:-

## CONDITIONS

### **ZJ41 GENERAL LAYOUT**

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **C3651 L03 Rev P2**.

### **ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the nearside edge 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.

### **ZJ07 ACCESS SURFACE (5 metres)**

043R 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 5 metres behind the adjoining highway.

### **ZJ09 NO GATES WITHIN 5 METRES**

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

### **ZJ46 NO PRIVATE SURFACE WATER RUN OFF**

026R 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 ACCESS TO BE CLOSED PRIOR TO USE OF ALTERNATIVE ACCESS**

026R The existing vehicular access serving the main farmhouse shall be permanently closed up prior to first use of the new vehicular access hereby approved.

### **ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

**NONSTD SUBMISSION OF FURTHER DETAILS**

026R  
E06N  
E07N

No part of the development shall commence until a scheme detailing the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt \****

- 1) *A scheme of Street Lighting along Gamford Lane between the development site and Darland Lane.*
- 2) *Implementation of a 30mph speed limit along Gamford 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.

**Note to Applicant**

A reduction in speed limit from 60mph to 30mph along Gamford Lane will require a Traffic Regulation Order (TRO). The developer will be required to fund the TRO and any associated consultation. I would recommend that the applicant contacts our Streetworks Section on Tel: 01978 729643 (Darren Green) to discuss / arrange.

*Peter Worthwaite*

*Pw* Service Manager Environment