

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: 26th April 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 dated 25/04/2016 including layout plan (Drg. No. C3651 L03 Rev P1) 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.

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.

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. **Could you please ask the applicant to provide details of previous daily vehicle movements experienced at 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. **I would recommend that the applicant indicates the provision of a suitable turning facility on a revised layout plan including the submission of suitable swept path details of such a vehicle entering, turning and exiting the site in both directions off Gamford Lane.**

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.

Could you please ask the applicant to indicate where any central bin collection area will be within the site on a revised layout plan.

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.

peter o'athwaite

PM Service Manager Environment