

MEMORANDUM

From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2016/0303	Your Ref:	KH/P/2016/0303
Date:	11 th April 2016		

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: Demolition of existing office building and erection of 4 no. detached dwellings with associated accesses.

I refer to your consultation dated 05/04/2016 including layout plan (Drg. No. 7165/P/003 – Dated Dec 2015) in respect of the above.

The proposed development site is located on the junction of Lavister Walks / Darland Lane.

Access (off Darland Lane)

Darland Lane 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.

Could you please ask the applicant to indicate the requested footway widening and proposed visibility splays (as detailed above) from any accesses onto Darland Lane.

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. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

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

Plots 3 & 4 only appear to have driveways capable of accommodating 2 no. cars. LPGN 16 does not include garages as contributing to parking provision. I would recommend that 3 no. parking spaces are provided for each 4 bedroomed property. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

As plots 3 & 4 front 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 the relatively low speeds along this section .

Access (off Lavister Walks)

Lavister Walks is an unclassified road 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. I would recommend that the existing footway is widened to 2.0m. The existing dropped kerbed footway providing access to the existing offices will need to be reinstated to full height footway construction. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

The existing lighting column fronting the proposed access to plot 2 will need to be re-located. I would recommend that the applicant liaises with our Street Lighting Section (contact Paul Rogers on Tel: 01978 729673) to discuss / arrange.

In terms of parking, I comment as follows:-

Please find attached WCBC Standard Driveway dimensions. **Could you please ask the applicant to provide a revised layout plan indicating / annotating proposed driveway dimensions.**

Plot 1 appears to provide at least 3 no. parking spaces. However, please ask the applicant to widen the driveway to at least 3.2m. Plot 2 only appears to provide 2 no. parking spaces (garages not included) and the driveway appears to be less than 3.2m wide.

I would recommend that 3 no. parking spaces are provided for each 4 bedroomed property. **Could you please ask the applicant to indicate this detail on a 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 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

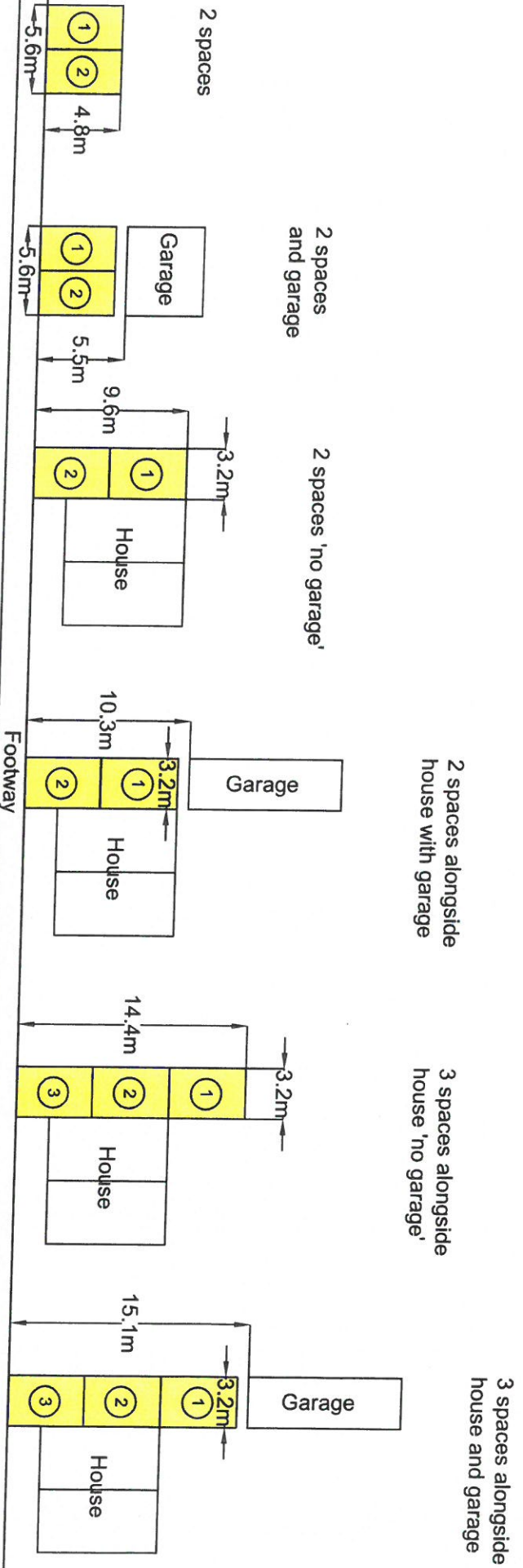
The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

Peter Duthwaite

PM Service Manager Environment

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE



Footway

of carriageway