

MEMORANDUM

From: Infrastructure Manager

To: Head of Community Well-being
and Development

Our Ref: TH/DC/PP/2011/0838

Your Ref: JGK/P/2011/0838

Date: 22nd November 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 380 579 The Drift Barn, Darland Lane, Rossett, Wrexham.

Development: Change of use and conversion of redundant barns to residential (2 no. units).

I refer to your consultation dated 17/11/2011 in respect of the above.

The proposed development site is located off Darland Lane and is accessed by way of a narrow unadopted road which already serves 3 no. dwellings.

The unclassified road leading to the unadopted road is subject to a 30mph speed limit for vehicles approaching from the west and 60mph for vehicles approaching from the south although I would estimate typical vehicle speeds of around 25mph for vehicles approaching from the south given the geometry of the road. Visibility splays at the junction of the unadopted road onto the unclassified road are adequate being approximately 2.4 x 107m to the west measured to the nearside edge of the adjoining highway and 2.4 x 45m to the south measured to the centreline of the adjoining highway. Visibility to the south has been permitted to the centreline of the adjoining highway given the narrow nature of the carriageway at this point.

The unadopted road serving the development site is approximately 140m long and is between 3.6m – 4.3m wide with no street lighting or footway provision. This road cannot facilitate the simultaneous passage of 2 no. vehicles. In order to improve access along this unadopted road I would recommend the provision of a passing place. Any proposed passing place shall be at least 16m long providing an overall carriageway width of at least 4.8m in order to accommodate the simultaneous passage of a car and a refuse wagon.

It would appear that the applicant also wishes to operate a home based business from one of the properties. I understand that the applicant proposes to import ethnic jewellery and rugs for re-sale at various fayres away from the site. I understand that she takes delivery of goods approximately every 4 months. Vehicle movements associated with this venture are therefore likely to be minimal.

Parking provision at the proposed development site shall comply with the requirements of LPGN 16.

I would therefore recommend any permission include the following conditions:-

CONDITIONS

ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R No part of the development shall commence until a scheme detailing the
E06N construction of the following has been submitted to and approved in writing by the
E07N Local Planning Authority:

- 1) *Passing bay*

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:

- *Public Footpath No.18 (Allington) runs from west to east along the unadopted lane and should not be interfered with.*



Infrastructure Manager