

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0780 **Your Ref:** BB/P/2020/0780
Date: 24th February 2021

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: Sub-division of Plot 4 previously approved under P/2016/0303 for the erection of two dwellings.

I refer to your consultation / email dated 23/01/2017 including layout plan (Drg. No. Y20016-SAT-Z1-ZZ-DR-A-1202 Rev P02) in respect of the above.

Access

The proposed development site is located on Darland Lane which 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. This would require the applicant to enter into a s.38 / 278 agreement with the Council. This condition was imposed under planning consent ref: P/2016/0330.

The required splays from proposed plot 4a / 4b have not been shown on the submitted layout plan and the footway has not been annotated for widening to 2.0m. **Could you please ask the applicant to indicate the requested footway widening and proposed visibility splays (as detailed above) from any proposed accesses onto Darland Lane.**

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.

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.

Parking & Turning Provision

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

I would recommend that each 4 bed dwelling provides 3 parking spaces in accordance with LPGN 16 requirements to minimize the likelihood of any on-street parking along Darland Lane. **Could you please ask the applicant to indicate / annotate the dimensions of the proposed driveways (see attached WCBC Driveway Details) on a revised layout plan.**

As plots 4a / 4b 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 typical speeds along this section / traffic calming measures in place.

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 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.



Chief Officer, Environment & Technical