

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0681 **Your Ref:** PF/P/2019/0681
Date: 26th September 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 580 Darland Croft, Darland Lane, Rossett, Wrexham.

Development: Change of use of implement / tractor store to a research and development office / workshop (B1 Use) including extension to existing dwelling.

I refer to your consultation dated 10/09/2019 in respect of the above.

The application refers to an extension to existing dwelling. I assume that this is a mistake and should read "extension to existing building.

Access

The proposed development site is located off Darland Lane and is accessed by way of a narrow unadopted road which already serves at least 5 dwellings.

The unclassified road (Darland Lane) 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.

Based on these speeds, any proposed access / junction in this location would normally be required to provide visibility splays of 2.4 x 43m to the west measured to the nearside edge of the adjoining highway and 2.4 x 33m to the south measured to the centerline 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.

Visibility splays at the junction of the unadopted road onto the unclassified road are adequate in the westerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. However, visibility in the southerly direction is currently inadequate providing a splay of approximately 2.4 x 13m measured to the centreline of the adjoining highway. Visibility is impeded in the southerly direction by the existing hedgerow.

Visibility from the private internal access track onto the unadopted lane is also restricted in the easterly direction providing a splay of approximately 2.4 x 11m measured to the centerline. Visibility in this direction is impeded by the existing hedgerow fronting The Elms. Assuming typical speeds of around 20mph along the unadopted lane, splays of 2.4 x 25m would normally be required.

The private internal access track serving the development site reduces to approximately 3.5m wide at a distance of 10.2m behind the unadopted lane. The first section of the access is surfaced with loose bound materials and would benefit from widening to at least 4.8m and surfacing with hard bound materials for at least 10m behind the unadopted lane.

Existing / Proposed Traffic Generation

No details of the existing / proposed daily vehicle movements from the development site along this existing track have been provided. However, I assume that the proposed business (Class B1 Use) will generate a significant number of movements compared with its existing use. I understand that the proposed business intends to employ 4 staff and is likely to involve visitors and deliveries.

I understand that the building was previously used as a green-keepers implement / tractor store to serve the former Darland Golf Course. However, I understand that access to this building was normally via the existing golf course to the rear using the main golf course access onto the B5445 Chester Road. I understand this access may have had some agricultural use before the green-keepers use but was more than 20 years ago.

However, I would recommend that the applicant provides further information in respect of previous daily vehicle movements utilizing this access (onto Darland Lane) in the last 10 years and details of the anticipated daily vehicle movements for the proposed business for further consideration.

Parking & Turning Provision

No details of the proposed nature / size of the vehicles likely to visit the site have been provided. I assume both cars and vans of some kind are likely to visit the site.

Based on LPGN 16 requirements, the proposed development (289m² gfa) would normally require a maximum of 10 spaces. The submitted layout plan (Drg. No. 2533-02) indicates the provision of 8 spaces. There would appear to be adequate space within the site to provide additional spaces if required.

It is not clear where any larger delivery vehicles will turn within the site without knowing the maximum size of vehicle likely to visit the site. **Could you please ask the applicant to provide this information.**

Public Footpath – No. 17 & 18 Allington

PROW no. 17 Allington runs north to south along the private access track and PROW no. 18 Allington runs west to east along the unadopted lane and should not be interfered with.

I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

I await the requested information



 Chief Officer, Environment & Technical