

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/P/2019/0246

Your Ref: MP/P/2019/0246

Date: 5th April 2019

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, conversion and replacement agricultural barns and farmhouse to form 8 no. detached dwelling houses including removal of derelict structures across the site.

I refer to your consultation dated 03/04/2019 in respect of the above.

I understand that planning consent was previously granted for the conversion / erection of 8 no. dwellings at the site (Planning Ref: P/2016/0384).

The previous application proposed a single shared access point whereas the current application indicates 3 no. access points off Gamford Lane.

Access

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 accesses 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 one main shared access proposed to serve 6 no. dwellings and 2 additional individual accesses serving the other 2 no. dwellings. The proposed accesses appear to be located in a similar position to the 3 no. existing accesses at the original farm.

Access (serving Plots 3 – 7)

The proposed access will need 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.

The proposed access appears to be 6m wide which is considered adequate to serve as a shared access.

I would recommend that no gates are erected across this access. I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

I would recommend that an Aco drain or similar is installed across the access to intercept any private surface water run-off.

Access (serving Plot 2)

The proposed access will need 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.

The proposed access appears to be 4m wide which is considered adequate.

I would recommend that no gates are erected within 5m of the highway boundary. I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

I would recommend that an Aco drain or similar is installed across the access to intercept any private surface water run-off.

Access (serving Plot 1)

The proposed access will need 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.

The proposed access appears to be 7m wide which is considered adequate.

I would recommend that no gates are erected within 5m of the highway boundary. I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

I would recommend that an Aco drain or similar is installed across the access to intercept any private surface water run-off.

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 proposed dwellings appear to be potentially 4 / 5 bedroom.

I would recommend that each dwelling provides either 3 or 4 parking spaces depending on whether 4 / 5 bedroom. LPGN 16 no longer includes garage spaces as contributing to parking provision.

Could you please ask the applicant to indicate the number of bedrooms proposed for each plot and the proposed parking spaces for each plot.

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

Plot1

Suitable turning provision will be required within the curtilage of the property. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

Plot 2

Suitable turning provision will be required within the curtilage of the property. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

Plots 3 – 7

I assume that the proposed internal estate road will be privately maintained / managed and a suitable condition attached to control this.

I would recommend that a suitable turning head is provided to accommodate the turning movements of a medium sized delivery vehicle (see attached detail). The proposed turning area is considered inadequate. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

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 ie/ in close proximity to the adjoining highway.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.

Street Lighting / Speed Limit Reduction (30mph)

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.

The information previously submitted by the applicant appears to indicate that the farm generated a particularly high number of daily vehicle movements (ie/ 107 daily movements). Some of these movements included larger vehicles / HGVs. Based on the above information, the proposed development (ie/ 8 no. dwellings) is likely to generate fewer vehicle movements compared with previous movements generated by the farm.

I would recommend that the current speed limit (60mph) is reduced to 30mph in the interest of pedestrian safety. The applicant will be required to fund a Traffic Regulation Order (TRO) to implement this change. I would recommend that the applicant liaises with our Traffic Section on this matter (contact: Darren Green on Tel: 01978 729643).

I would recommend that the applicant funds a scheme of street lighting along Gamford Lane between the development site and Darland Lane. I would recommend that the applicant liaises with our Street Lighting Section on this matter (contact: Paul Rogers on Tel: 01978 729673).

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

I await the requested information.

Supplementary Notes

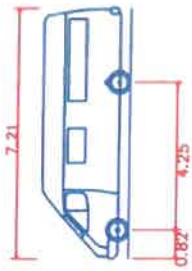
The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant

A reduction in speed limit from 60mph to 30mph along Gamford Lane will require a Traffic Regulation Order (TRO). The developer will be required to fund the TRO and any associated consultation. I would recommend that the applicant contacts our Traffic Section on Tel: 01978 729643 (Darren Green) to discuss / arrange.

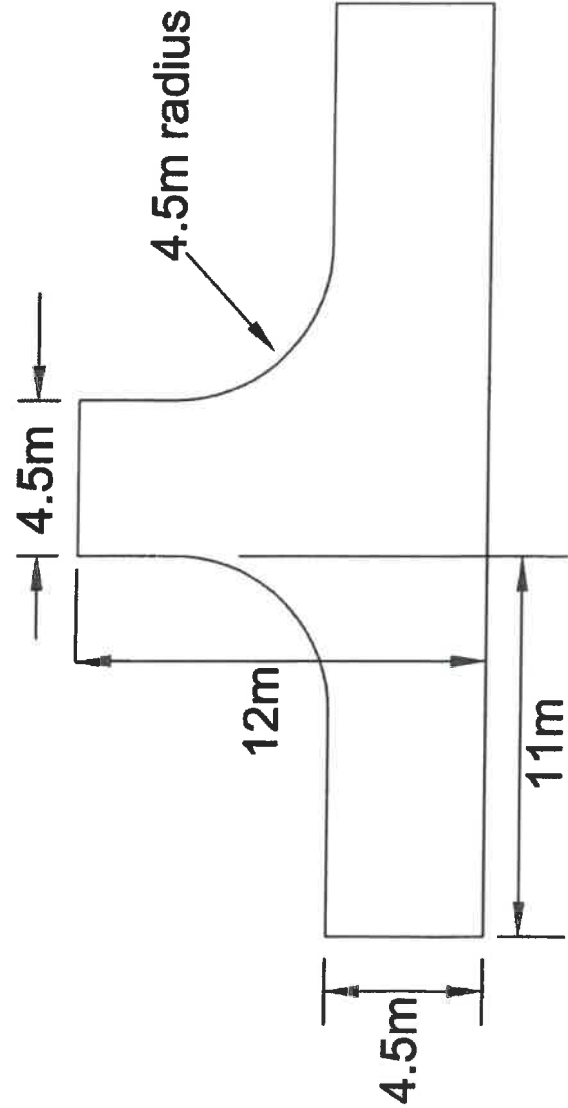
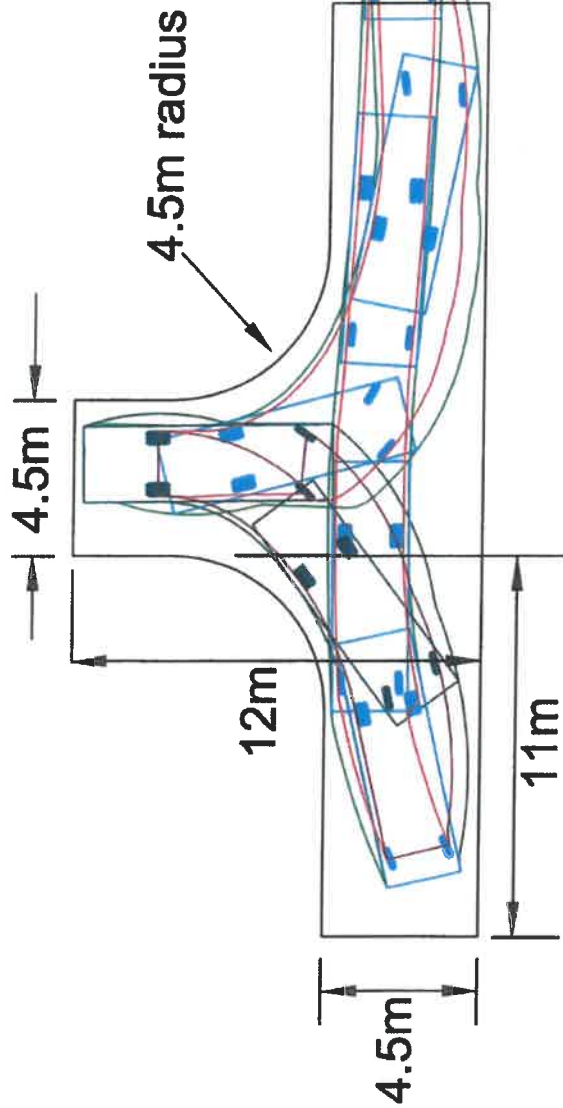


Planning Control Manager



7.5t Panel Van
 Overall Length
 Overall Width
 Overall Body Height
 Min Body Ground Clearance
 Track Width
 Lock to Lock Time
 Kerb to Kerb Turning Radius

7.210m
 2.192m
 2.544m
 0.316m
 1.865m
 4.00s
 7.400m



Scale 1:200