

MEMORANDUM



From: Network and Infrastructure Manager
Our Ref: ENV/DC/PP/2012/0355
Date: 24th May 2012

To: Head of Community Well-being and Development
FAO: Matthew Phillips
Your Ref: MP/P/2012/0355

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 380 553 Land adjacent to Park Lane Court, Lower Park Lane, Rossett, Wrexham.

Development: Change of use to allow siting of four holiday chalets.

I refer to your consultation dated 17/05/2012 in respect of the above.

The proposed development site is located on Lower Park Lane which is a narrow, 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 along this section.

Assuming typical speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the proposed / existing access serving the development site is adequate in both directions. However, visibility is reliant on regular maintenance of the existing grass verges either side of the access.

The proposed / existing access serving the development site already appears to serve 3 no. dwellings off a private driveway. The internal access road appears to be of sufficient width to accommodate the simultaneous passage of 2 no. vehicles and appears to have adequate space within the curtilage of the site for turning.

However, the existing access is only 3.6m wide and is gated approximately 5m behind the adjoining highway. I would recommend that the existing gate is removed to provide improved access. I would recommend that the proposed access is widened to at least 4.8m.

I assume that any permission will require the internal access road(s) and parking areas to be maintained in perpetuity by a private management company.

Lower Park Lane is typically less than 4.1m wide along the majority of its length between its junction with Park Lane and the B5102 Rossett Road and cannot easily accommodate the simultaneous passage of 2 no. vehicles. Given the likely increase in vehicle movements generated by the proposed development, I would recommend that a number of passing places are constructed at suitable locations along Lower Park Lane.

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

I would therefore recommend that any permission includes the following conditions:-

CONDITIONS

ZJ16 **VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43m in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ11 **ACCESS WIDTH**
039R The vehicular access hereby approved shall be a minimum width of 4.8 metres.

NONSTD **NO GATES**
033R There shall be no gates or other means of enclosure across the vehicular access point.

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.

NONSTD **SUBMISSION OF FURTHER DETAILS**
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
E07N the Local Planning Authority:

- 1) *Detailed layout, design, drainage and construction of the proposed new passing places along Lower Park Lane.*

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 to Applicant

- Any proposed carriageway widening / passing places 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.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

- Any proposed passing place shall be a minimum length of 16m and shall provide a minimum overall carriageway width of 5.5m.

Peter Dornwald

P/D

Network and Infrastructure Manager

