

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory

Our Ref: ET/DC/PP/P/2022/0099 **FAO:** Simon Greenland
Your Ref: P/2022/0099

Date: 1st March 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 329 565 3 Rackery Lane, Llay, Wrexham.

Development: Front porch extension and dropped kerb for driveway.

I refer to your consultation / email dated 23/02/2022 in respect of the above.

Access

The proposed development site is located on Rackery Lane (B5373) which is a busy, classified road subject to a 40mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.0 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

The property currently appears to have sufficient space to park 3 cars within the curtilage of the site. However, there is currently no dropped kerb vehicular access serving the property and vehicles are illegally bumping up the kerb. If the application is supported, then I would recommend that the applicant applies for s.184 consent to lower the kerb to form a suitable access (see note).

Visibility from the existing 5m wide centrally located access is adequate in the south easterly direction providing a splay in excess of 2.0 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.0 x 70m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction given that the required splay would need to cut across 3rd party land.

Existing properties along this section without off-street parking appear to park their vehicles on the footway along Rackery Lane which is far from ideal. The adjoining property has off road parking to the front of the property with the benefit of a dropped kerb access. Although visibility is substandard from the existing access, it would be considered beneficial to allow off-street parking in this instance to minimize the number of vehicles having to park along this section of Rackery Lane.

I understand that the applicant intends removing the 2 existing fencing panel either side of the driveway to improve accessibility to the proposed 3 no. parking spaces. I would recommend that the applicant constructs a dropped kerb vehicular crossing across the entire site frontage ie/ 8.5m wide). The applicant will require s.184 consent to carry out this work.

Parking & Turning Provision

I understand that the property is a 4 bedroomed dwelling. LPGN 16 would normally require a maximum of 3 parking spaces.

The property currently appears to have sufficient space to park 3 cars within the curtilage of the site. There would also appear to be an additional off-road parking space available off the unadopted cul de sac to the east of the site. However, I understand that this is shared with other properties.

The frontage of the house / proposed driveway is already paved with hard bound materials which I assume will remain.

Any proposed driveway requires a minimum depth of 5m to accommodate cars clear of the adjoining footway. The revised porch extension is now only 2m deep and would appear to leave sufficient depth to maintain parking for up to 3 vehicles which is considered acceptable.

Turning provision within the curtilage of the site would normally be required as the site fronts a classified road. However, it could be viewed as beneficial to provide off-road parking in this instance without turning provision in order to reduce the number of parked vehicles on this section of Rackery Lane.

I therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ17 VISIBILITY SPLAYS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.0 metres x 70 metres to the north west and 2.0 metres x 120 metres to the south east measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD NO GATES

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

NONSTD DROPPED KERB VEHICULAR CROSSING

026R The vehicular access hereby approved shall take the form of an 8.5m wide dropped
E05NA kerb vehicular crossing across the entire site frontage.

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 licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerbline and cross the footpath at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

A handwritten signature in black ink, appearing to be 'R. Owen', written in a cursive style.

Chief Officer, Environment & Technical