

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0307 **Your Ref:** BB/P/2021/0307
Date: 6th May 2021

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

Location: O. S Grid Ref: 418 397 Plot 2 Lane End, Penley, Wrexham.
Development: Erection of garage with annexe.

I refer to your consultation dated 12/04/2021 in respect of the above.

The proposed development site is located off Lane End which is a narrow, unadopted lane. Access onto the A539 (Classified Road) is via a mini roundabout. This section of the A539 is subject to traffic calming and I would estimate typical vehicle speeds at being around 25mph.

Based on typical speeds of 25mph, visibility at the junction onto the A539 is considered adequate.

The proposed development site is located off Lane End which is a narrow, unadopted lane along which I would estimate typical vehicle speeds at being around 10 – 15mph.

The straight section of Lane End fronting the first 4 no. dwellings is approximately 60m in length varying between 3.9m at its northern end and 2.9m at its southern end and is unable to accommodate the simultaneous passage of 2 no. vehicles. I would normally recommend that a road serving this number of dwellings has a minimum carriageway width of 4.8m.

However, given the layout of the existing properties either side of Lane End, it would not appear feasible to provide an access road constructed to adoptable standards or even provide a carriageway width of 4.8m along this existing section.

I would therefore normally be unable to support any additional residential development served off this unadopted lane.

Lane End already serves 4 no. existing properties. However, there are 3 no. derelict properties at the southern end of the site which are proposed to be demolished and replaced to make a total of 7 no. dwellings.

The adjoining Maelor School also accesses onto the northern end of Lane End. There is also a pedestrian crossing point in this location just around the bend of Lane End which provides access to and from the school ie/ schoolchildren.

Given the restricted carriageway width of Lane End, it is likely that any conflict of vehicles as a result of cars attempting to pass each other on this bend is likely to result in vehicles reversing back across the pedestrian access point. This crossing point is used by pedestrians wishing to access the bus stop and by children being picked up by parents in the existing layby. The existing access arrangements serving Lane End are considered to be sub-standard.

I understand that a turning head is to be constructed as part of the previous consent(s) at the site.

In terms of the proposed garage and annexe, I comment as follows:-

Provided that the proposed annexe is tied to the existing property by condition preventing it being sold off as a separate property, I would have no objections on highway grounds. The parking and turning arrangements at the property are considered adequate.

I would therefore recommend any permission include 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. @@@

NONSTD USE TO BE ANCILLIARY TO HOUSE

027R The annex / garage shall only be used for purposes ancillary to the use of the dwelling as a single dwelling house and for no other purpose.

Supplementary Notes

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

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

Chief Officer, Environment & Technical