

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Head of Environment and Planning
Our Ref: ET/DC/P/2020/0871 **Your Ref:** MP/P/2020/0871
Date: 12th February 2021

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

Location: O. S Grid Ref: 419 397 Land South of Lane End, Penley, Wrexham.
Development: Erection of 3 bedroom detached bungalow with detached garage.

I refer to your consultation / email dated 23/12/2020 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. One of these properties has recently been erected.

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.

In terms of existing access by refuse vehicles, I comment as follows:-

There is a small section of land at the northern end of Lane End alongside no. 1 Park Villas. This area of land is overgrown with trees and vegetation and would benefit from being cleared (and ideally kerbed / surfaced with bitmac). I understand that the overhanging vegetation currently prevents a refuse vehicle from progressing beyond the initial bend to service the site at the top of Lane End. It is unclear as to who owns this section of land but further investigation has confirmed that it does not appear to be under WCBC ownership (ie/ Housing), belong to no. 1 Park Villas or Highway land.

Lane End does not currently appear to have a turning head which I assume causes an issue for any larger delivery vehicles and refuse wagons accessing the site. The proposed turning head submitted in respect of previous application P/2017/0026 was considered a significant improvement in highway terms compared with the existing access arrangements. However, an 11.2m long refuse wagon would still not be able to turn within the proposed turning head. **I previously suggested that the applicant considered increasing the size of the proposed turning head to adoptable standards to facilitate the turning movements of an 11.2m refuse vehicle (see attached detail).** Such a facility would significantly improve safety for the residents along Lane End.

I previously recommended that the proposed access road was increased in width to 4.8m.

Planning Appeal Ref: APP/H6955/A/15/230087

A previous appeal at the site for the erection of seven dwellings was refused and appealed (planning ref: P/2014/0392). The inspector highlighted the highway issues raised above and the appeal was dismissed.

Given the previous highway issues raised, I would recommend that the application is **REFUSED** for the following reasons:-

The site is approached from the County Road by means of a narrow private driveway, which is considered substandard in width and junction layout to serve as a means of access to further residential development.

Supplementary Notes

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



Chief Officer, Environment & Technical