

MEMORANDUM



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

Our Ref: ET/DC/P/2021/0080 **FAO:** Simon Greenland
Your Ref: P/2021/0080

Date: 26th February 2021

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.

I refer to your consultation / email dated 23/02/2020 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.

Parking & Turning Provision

It is not clear as to the number of bedrooms the property has to compare with LPGN 16 guidance. I assume that the property is either 2 or 3 bedroom but this detail should be clarified.

The property currently appears to have sufficient space to park 3 cars within the curtilage of the site. The proposed porch extension would appear to only leave sufficient depth for one vehicle. Any proposed driveway would require a minimum depth of 5m to sit clear of the adjoining footway.

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.

In conclusion, I would be unable to support such a proposal given the proposed reduced parking provision at the property.

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. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical