

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2017/0026

Your Ref: KH/P/2017/0026

Date: 26th January 2017

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 1 no. bungalow with detached garage, 1 no. dormer bungalow with linked double garage and 1 no. dormer bungalow with detached triple garage.

I refer to your consultation dated 18/01/2017 in respect of the above.

Access

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.

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. **Could you please ask the applicant to indicate how they are proposing to treat this section of land in respect of the above comments.**

Parking and Turning Provision

I understand that Plot 1 is a 2 bedroomed bungalow, Plot 2 is a 5 bedroom dwelling and Plot 3 is a 4 bedroom dwelling. Please amend driveways / spaces in accordance with WCBC Standard Driveway Requirements (see attached).

Plot 1

Requires 2 no. spaces with 6m clearance behind ie/ total depth 10.8m.

Plot 2

Requires 4 no. spaces with 6m clearance behind ie/ total depth 5.5m + 6m clearance.

Plot 3

Requires 3 no. spaces ie/ total depth 5.5m.

Please ask the applicant to indicate this detail on a revised layout plan.

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 would be 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 would suggest that the applicant considers 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.

Access Road Layout

The horizontal alignment of the internal access road opposite plot no. 3 appears unsuitable to accommodate access by an 11.2m long refuse vehicle. **I would recommend that a swept path analysis of such a vehicle is provided demonstrating how such a vehicle will access the site off the A539 along Lane End, turn and exit the site.**

I would recommend that the proposed access road is increased in width to 4.8m.

If there is an issue with trees / roots opposite plot no. 3 affecting the road layout , I would recommend that the applicant discusses the issue with the WCBC Tree Officer – Jon Brewin regarding potential “no dig construction” which could facilitate access by a refuse vehicle.

I await the requested information.

Supplementary Notes

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

Peter O'Connell

pm Service Manager Environment

PARKING AND DRIVEWAY ARRANGEMENTS

NOT TO SCALE

3 spaces alongside house and garage

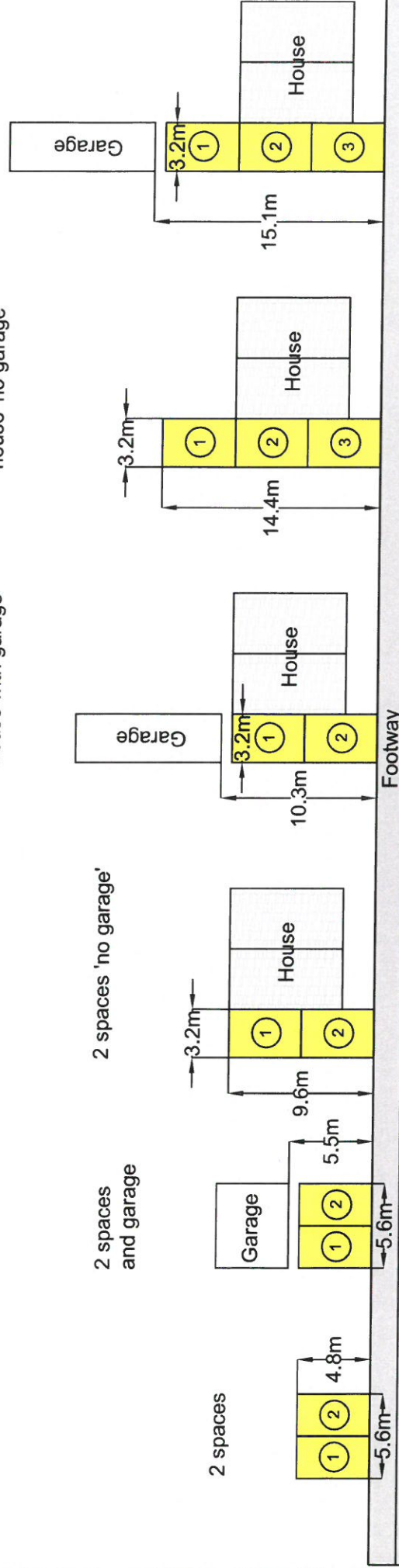
3 spaces alongside house 'no garage'

2 spaces alongside house with garage

2 spaces 'no garage'

2 spaces and garage

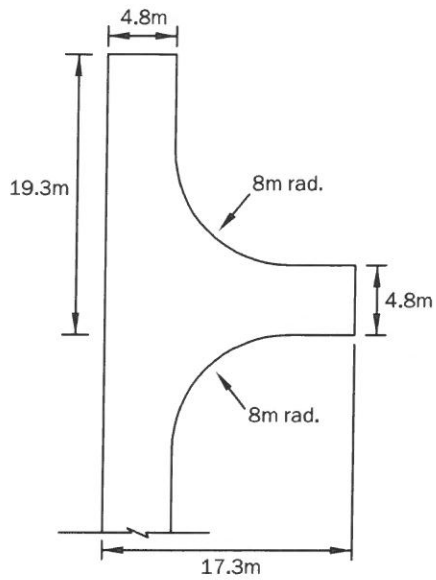
2 spaces



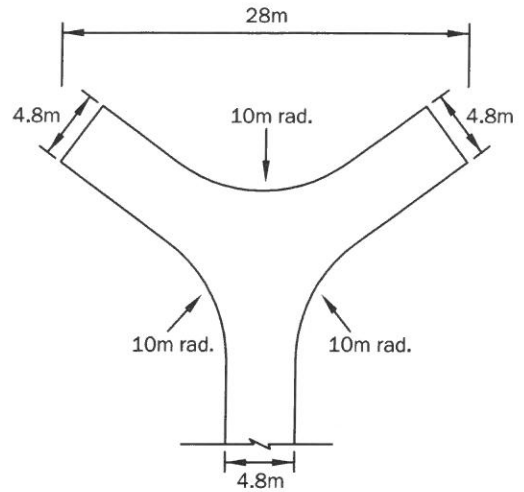
Turning Areas

4.8m Wide Carriageway

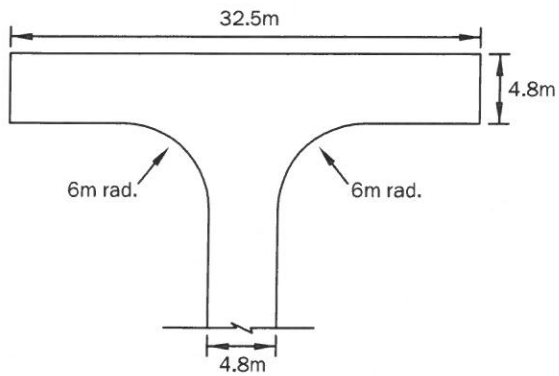
1



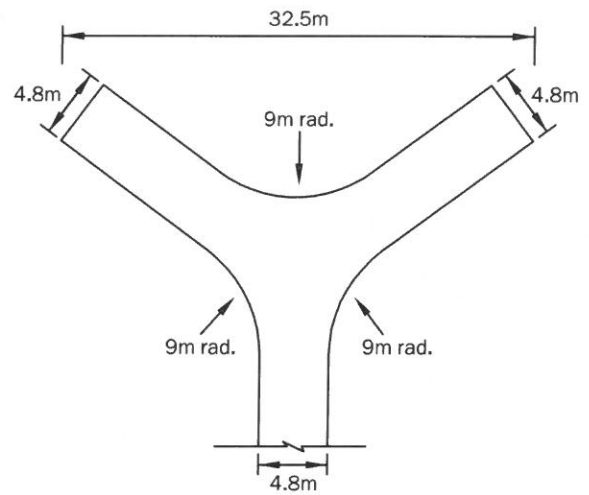
2



3



4



Note:

Turning areas are based on an 11.18m long, 2.55m wide refuse vehicle.

Scale 1:500