

MEMORANDUM



From: Infrastructure and Planning Manager **To:** Head of Community Well-being and Development
Our Ref: TH/DC/PP/2011/0621 **Your Ref:** SJG/P/2011/0621
Date: 13TH September 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 349 504 75 Hullah Lane, Wrexham.

Development: Erection of 6 no. dwellings.

I refer to your consultation dated 06/09/2011 in respect of the above.

The submitted application proposes a total of 6 no. dwellings. However, the submitted layout plan (Drg. No. AL(0)03 – Dated 25/05/2011) appears to indicate the construction of 8 no. dwellings. I will therefore comment on the assumption that 8 no. dwellings are being constructed :-

The proposed development site is located on Hullah Lane which is an unclassified, residential road subject to a 20mph speed limit.

Any proposed /existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Any proposed /existing access would also normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

Although it would appear possible to provide the required visibility splays from the proposed access, these have not been adequately demonstrated on the submitted layout plan (Drg. No. AL(0)03 – Dated 25/05/2011). Could you please ask the applicant to submit a revised layout plan indicating the required splays.

I would recommend that the 2 no. existing access points either end of the development site are permanently closed up once the new access is constructed with both dropped kerb crossings being reinstated to full height footway construction (These works can be included as part of the required s.38 / 278 works – see note).

The proposed access serving the development site only appears to be 4.5m wide. I would normally recommend a development of this nature (ie/ serving 8 no. dwellings) be served by a minimum 4.8m wide access. Could you please ask the applicant to submit a revised layout plan indicating a 4.8m wide access road.

Given the proposed layout of the site and it taking the form of a shared surface, I assume that the estate road and parking areas will be managed in perpetuity by a private management company.

Any proposed shared access would normally require an accessway ramp / rumble strip just beyond the 6m kerb radii. The access would need to include 2.0m wide footways either side of the access extending a minimum distance of 1.2m beyond the rumble strip. Appropriate 1.2m wide tactile crossing points would need to be provided immediately behind the proposed rumble strip. The back of the tactile crossing points would normally be taken as the limit of adoption. No private surface water shall be allowed to flow from the development site onto the adjoining highway. Appropriate measures (ie/ installation of gullies or Aco drain) shall be taken to address this issue. Could you please ask the applicant to submit a revised layout plan indicating this detail.

The proposed level of parking provision of 2 no. spaces for each 3 bedroom dwelling is considered adequate given the sustainable location of the site. However, the submitted layout plan appears to indicate parking spaces which are only 2.2m wide and 4.5m deep which does not comply with the requirements of LPGN 16.

There would not appear to be adequate turning space within the site to accommodate the turning movements for some of the proposed spaces.

Could you please ask the applicant to submit a revised layout plan indicating parking spaces compliant with LPGN 16 and details of how it is proposed to turn cars and small delivery vehicles around within the site. I would suggest that the 4 no. proposed parking spaces (1, 2, 7 & 8) between plot nos. 2 and 7 are re-located to accommodate adequate turning.

I would normally therefore recommend that the application be **REFUSED** for the following reasons:-

1. **The submitted layout plan (Drg. No. AL(0)03 – Dated 25/05/2011) does not demonstrate the provision of adequate lateral and pedestrian visibility splays from the proposed access.**
2. **The design of the proposed access is considered inadequate to serve the development site.**
3. **The proposed development site does not make adequate provision for the parking and turning of vehicles.**

However, if the above issues can be addressed, then further consideration could be given to the proposed development.

Supplementary Notes

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

Note to Applicant:

The proposed access / footway reinstatements should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

A handwritten signature in black ink, appearing to be 'M. P. V.', is positioned above the title.

Infrastructure and Planning Manager

