MEMORANDUM

wrexham COUNTY BOROUGH
BWRDEISTREF SIROL wrecsam

From: Infrastructure and Planning Manager **To:** Chief Planning Officer
FAO: Simon Greenland

Our Ref: TH/DC/PP/2007/0679 **Your Ref: P/2007/0679**

Date: 27 May 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: Demolition of existing dwelling and detached double garage and erection of 6 no. dwellings.

Further to your e-mail dated 25/05/2011 including revised layout plan (Drg. No. AL(04) in respect of the above, I comment as follows:-

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

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. The required splays have not been indicated on the submitted layout plan (Drg. No. AL(0)04 – Dated 25-05-2011) but would appear achievable from the proposed access.

The proposed access serving the development site is located directly in front of the existing speed cushions which is not ideal. However, any consultation to re-locate these cushions is likely to result in their permanent removal which is considered detrimental to highway safety. It is therefore considered preferable to leave the speed cushions in their current position. However, I assume that the applicant will need to apply for a relaxation in relation to condition no. 16.

The proposed access road serving the site does not comply with our adoptable standards in that the proposed footway is only 1.8m wide not 2.0m and the proposed turning head is only 6.6m deep, not 8m. I would therefore recommend that the proposed access road remains private and shall be maintained in perpetuity by a private management company. The limit of adoption would therefore remain along the back edge of the existing footway across the access.

No private surface water run off from the development site shall be permitted to flow onto the adjoining highway or connect to any existing highway drain.

There would appear to be 2 no. existing access points / dropped kerbs at both ends of the site frontage. These access points would need to be permanently closed up with the existing footway being reinstated to full height footway construction. The detail of this work could be included in the s.184 consent / exchange of letters required for the proposed access itself.

The proposed access would require appropriate dropped kerb crossing points / tactile paving (1200 x 1200mm) in line with the back of the footway.

Parking and turning provision for a development of this nature / size would be considered adequate.

Note:

- *In order to construct the proposed access and reinstate the 2 no. existing access points, the applicant will need to obtain s.184 consent including exchange of letters for the proposed construction detail.*

Infrastructure and Planning Manager