

MEMORANDUM



From:	Chief Officer Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2021/1179	Your Ref:	JK/P/2021/1179
Date:	17 th December 2021		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 351 512 224 Holt Road, Wrexham.

Development: Erection of dwelling.

I refer to your consultation / email dated 14/12/2021 in respect of the above.

Access

Bryn Estyn Road is a classified road subject to a 30mph speed limit along this section. However, given the proximity of the Holt Road roundabout and the geometry of the road, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the east and 20mph for vehicles approaching from the west off the roundabout.

Visibility from any single access point should be 2.0 x 25m in the westerly direction and 2.0 x 33m in the easterly direction measured to the nearside edge of the adjoining highway.

Any proposed access would also require adequate forward visibility for vehicles approaching from the west providing a stopping sight distance of 25m in accordance with Manual for Streets.

Existing Access

Visibility from the existing access appears adequate providing splays of approximately 2.0 x 27m in the westerly direction and in excess of 2.0 x 33m in the easterly direction measured to the nearside edge of the adjoining highway.

The existing access is approximately 3.2m wide and is gated 2.3m behind the carriageway edge. The access is surfaced with hard bound materials.

The submitted layout plan (Drg. No. A101 Rev B) appears to indicate the closure of the existing access and construction of 2 new access points. The applicant will require s.184 consent to create any new access points and reinstate the existing access to full height footway construction.

Proposed Access Points

It is not clear from the submitted layout plan as to the proposed widths of the access points or what lateral and forward visibility splays are available (existing / proposed). **I would recommend the applicant provides this detail on a revised layout plan.** However, as the proposed development is located on a classified road and is in close proximity to the Greyhound roundabout, I would normally recommend that such a development would be better served by a single shared access (min 4.8m wide) which provides adequate parking and turning provision for each property. **I would recommend that the applicant provides a revised layout plan which indicates this arrangement.**

Such a shared access would need to be a minimum of 4.8m wide with a minimum of 5m hard bound surfacing with no gates within 5m of the adjoining highway (preferably no gates). An Aco drain or similar will be required to intercept any private surface water run-off.

Visibility splays from any proposed shared access would require 2.4 x 25m in the westerly direction and 2.4 x 33m in the easterly direction measured to the nearside edge of the adjoining highway.

Any proposed access would also require adequate forward visibility for vehicles approaching from the west providing a stopping sight distance of 25m in accordance with Manual for Streets.

I would recommend that the applicant provides a revised layout plan which indicates the above details.

Parking & Turning Provision

I would suggest that a minimum of 3 spaces are provided for each 3 / 4 bedroom property with 6m clearance between for communal turning. Other turning arrangements may be proposed as an alternative.

Street Lighting

There is an existing street lighting column fronting the site which would benefit from being re-located (potentially upgraded) to the back of footway outside of any required visibility splay. I would recommend that the applicant liaises with our Street Lighting Section on this matter (contact Paul Rogers on Tel: 01978 729673). **The existing / re-located street lighting column will need to be indicated on a revised layout plan.**

I await the requested information.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. [unclear]', written in a cursive style.

Chief Officer Environment & Technical