

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2016/0117

Your Ref: PF/P/2016/0117

Date: 24th February 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 407 539 The Croft, Frog Lane, Holt Wrexham.

Development: Erection of Red Sandstone Boundary Wall (maximum height 1m and pillars maximum height 2m) and tarmacing of existing turning area.

I refer to your consultation dated 16/02/2016 in respect of the above.

The proposed development site is located on Frog Lane which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the existing traffic calming measures (build outs) in place along this section.

Assuming speeds of 25mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing shared access is inadequate in both directions providing splays of approximately 2.4 x 10m to the west and 2.4 x 18m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded in the westerly direction by the adjoining boundary fence. Visibility is impeded in the easterly direction by the existing trees / vegetation fronting the property. Visibility could be increased from the existing / proposed access to approximately 2.4 x 25m in the easterly direction if the trees / vegetation were to be cutback / removed.

I understand that the existing access is shared with Frog Lane Cottage who park their vehicles to the rear of the site. I understand that the applicant wishes to widen the existing access to approximately 4.5m. This would facilitate the simultaneous passage of 2 no. vehicles through the access. I would recommend that the existing 3.5m wide access is widened approximately 0.5m either side of the access to ensure that visibility is not significantly reduced in either direction.

The proposed alignment of the wall on the eastern side of the access needs to be tapered into the site to avoid the existing water meter and follow the existing highway boundary. The proposed Aco drain needs to be re-located to the back of the highway boundary (ie/ back of footway) discharging to a private soakaway.

Could you please ask the applicant to indicate the above detail on a revised layout plan

I await the requested information.

Peter Oorkwa

no

Service Manager Environment