

MEMORANDUM



From: Infrastructure Manager

To: Head of Community Well-being
and Development

Our Ref: TH/DC/PP/2011/0745

Your Ref: JGK/P/2011/0745

Date: 2nd November 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 409 539 Gredington Arms, Cross Street, Holt, Wrexham.

Development: Conversion of public house to 5 no. apartments.

I refer to your consultation dated 12/10/2011 and revised layout plan (Drg. No. D030/023 Rev B – Oct 2010) received on 01/11/2011 in respect of the above.

Cross Street is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section given the proximity of the junction with Frog Lane.

Any proposed shared access in this location shall 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. Visibility splays indicated from the proposed shared access off Cross Street appear adequate.

I understand that the proposed development consists of 4 no. 2 bedroomed apartments and 1 no. 1 bedroomed apartment. The provision of 10 no parking spaces is considered adequate to serve the proposed development site. Parking and turning provision within the cartilage of the proposed development appears adequate.

I would recommend that the proposed access takes the form of a dropped kerb vehicular crossing in the interests of pedestrian safety. The remaining dropped kerbs along this section of Cross Street shall be reinstated to full height footway construction.

I would recommend that the existing footway fronting the development site along Cross Street is widened to 2.0m. The small section of footway (1.2m wide) beyond this point on the corner of The Cross shall be terminated before the existing delivery hatch to the satisfaction the Planning Authority (see note).

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41
026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. D030/023 Rev B - Dated October 2011.

ZJ15 038R	VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the near side edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the near side edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
ZJ20 038R	PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY) Prior to first use of the development hereby approved a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
ZJ11 039R	ACCESS WIDTH The vehicular access hereby approved shall be a minimum width of 4.5 metres.
ZJ07 043R	ACCESS SURFACE (5 metres) Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
ZJ13 026R E05NA	DROPPED KERB VEHICULAR CROSSING The vehicular access hereby approved shall take the form of a dropped kerb vehicular crossing.
ZJ37 026R E06N E07N	SUBMISSION OF FURTHER DETAILS No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: 1) <i>Detailed layout, design, drainage and construction of the proposed footway widening along Cross Street.</i> 2) <i>The permanent closure and reinstatement of the existing public house delivery hatch along Frog Lane.</i> <i>The scheme as is approved shall be fully implemented prior to first use of the development.</i>

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 footway 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

Infrastructure Manager

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