

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2010/0851

Your Ref: JGK/P/2010/0851

Date: 21st January 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: Erection of 2 dwellings with one detached garage.

I refer to your consultation dated 11/10/2010 and revised layout plan (Drg. No. C032/003 – Sept 2010) received on 12/01/2011 in respect of the above.

The proposed development site is located on the corner of Frog Lane and Cross Street.

Frog Lane (B5102) 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 features in place along this section.

Any proposed / existing access in this location 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.

Although, there appears to be an existing paperbank facility in this location, given the restricted size of the site, lack of turning and lack of visibility (currently approx. 2.4 x 4m in both directions), it is likely that local people using this facility will either walk to the site or park in the nearby streets and walk.

Any proposed shared access in this location would 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.

Any proposed shared access off Frog Lane shall be a minimum width of 4.5m.

In terms of the footway improvements along the site frontage of the development site (ie/ Frog Lane), I comment as follows:-

I would recommend that the existing footway (1.2m wide) on the corner of Frog Lane is extended to provide a continuous footway link along the proposed site frontage. It would appear possible to provide a 1.2m wide section of footway alongside the existing public house along Frog Lane reducing to approximately 600mm towards the western end of the building in this location whilst maintaining a 5.5m carriageway width. A 2.0m wide footway could then be provided fronting the proposed 2 no. dwellings. There would also appear to be an existing delivery hatch associated with the public house in the highway along this section. In order to provide a continuous footway along this section, the existing hatch will need to be removed and sealed up to the satisfaction of the Highway Authority.

As previously discussed on 03/08/2010 (P.Palmer / S. Hamilton – Blueprint), in order to support a development of up to 2 no dwellings served off Frog Lane providing reduced visibility splays of 2.4 x 25m in both directions, such a relaxation would need to be offset by the following highway improvements:-

- Construction of a new footway along Frog Lane along the entire site frontage.
- The deletion of the existing parking spaces fronting the public house off Cross Street close to the main junction. Alternative parking & turning provision would need to be provided off a newly constructed access alongside the public house off Cross Street.

The proposed development off Frog Lane would also remove the existing access and parking in this location currently serving the public house. Adequate parking and turning provision shall be provided to the rear of the public house to accommodate any potential customers and those living in the accommodation above.

The proposed replacement of the existing flat topped tapered speed hump along Frog Lane with a raised table feature is considered acceptable in principle. However, in order to implement such a modification, the proposal will need to be subject to a public consultation exercise at a cost of £2000. In order to construct such a feature and construct a new footway along this section, the applicant would need to enter into a Section 38 / 278 agreement (see note).

In terms of the proposed access serving the public house off Green Street, I comment as follows:-

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.

Any proposed shared access in this location would 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.

Both accesses shall be paved with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary.

The existing dropped kerb footway running up to the junction with Frog Lane shall be reinstated to full height footway construction (see note).

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. C032/003 – Dated Sept 2010.

NONSTD 038R	VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) Prior to first use of the development hereby approved both proposed vehicular accesses along Frog Lane and Cross Street shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the nearside 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
NONSTD 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 for both access points off Frog Lane and Cross Street. 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.
NONSTD 043R	ACCESS SURFACE (5 metres) Prior to first use of the vehicular accesses hereby approved, the accesses shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
NONSTD 033R	NO GATES There shall be no gates or other means of enclosure across the vehicular accesses within 5 metres of the highway boundary.
ZJ22 035R	PARKING AND MANOEUVRING TO BE KEPT CLEAR The vehicular parking and turning areas as shown on the approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.
NONSTD 026R	TRAFFIC CALMING (ROAD NETWORK) No part of the development shall commence until a scheme detailing the layout, design and means of traffic calming proposed along Frog Lane has been submitted to and approved in writing by the Local Planning Authority. The scheme as is approved shall be fully implemented prior to first use of the development and thereafter be permanently retained.

Supplementary Notes

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

Notes:

- 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
- The proposed replacement of the existing flat topped tapered speed hump along Frog Lane with a raised table feature is considered acceptable in principle. However, in order to implement such a modification, the proposal will need to be subject to a public consultation exercise at a cost of £2000. In order to construct such a feature and including the new footway along this section, the applicant would need to enter into a Section 38 / 278 agreement
- Details of the removal / closure of the existing delivery hatch within the highway along Frog Lane will require approval from our Infrastructure and Planning Manager
- Jonathan Plant. I would recommend that the applicant contacts Mr. Plant (Tel: 01978 729672) to discuss.

Infrastructure and Planning Manager