

From: Phil Palmer
To: Gerry Kellett
Date: 09/12/2010 13:29
Subject: Re: Fwd: Gredington Arms

Gerry

My comments on the attached plan (Drg. No. C032/003 Dated Sept 2010) :-

- I previously recommended a min. 4.5m access width for the new access off Frog Lane.

- *Access width on plan only 4.2m.*

- Previously requested a plan indicating where the existing traffic calming hump was along Frog Lane in relation to the proposed access.

- *Having re-visited the site, the existing hump appears to be located across the proposed access which is considered unacceptable. Please ask the applicant to show this feature on a revised layout plan. Such a feature would need to be re-located if this application is to be supported. This would require public consultation (cost £2000).*

- The proposed shared access off Cross Street serving the existing pub would need to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway based on typical speeds of 20mph. These splays have not been shown on the revised layout plan.

- *Please ask the applicant to indicate these splays on a revised layout plan.*

- The proposed shared access off Cross Street serving the existing pub would need 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. These splays have not been shown on the revised layout plan.

- *Please ask the applicant to indicate these splays on a revised layout plan.*

- The proposed shared access off Cross Street serving the existing pub shall be a minimum width of 4.5m.

- The section of footway fronting the development site along Cross Street would need to be reinstated to full height footway construction.

- *Please ask the applicant to indicate this detail on a revised layout plan.*

- The current parking provision at the pub appears to consist of the following:-

7 car spaces to the front of the building off Cross Street (based on 16.5m width up to front door of pub).

Assumed 2 or 3 spaces for the residential accommodation above the pub previously served off Fog Lane (number of existing bedrooms above pub unknown).

Assuming that the pub remains operational, it would seem reasonable to expect either 9 or 10 spaces to be provided on land to the rear of the pub. Adequate turning space should also be provided within this area (ie/ 6m behind each space).

However, the submitted layout plan does not indicate the proposed parking arrangement to the rear of the pub.

Providing that the above detail is addressed on a revised layout plan including resolving the issue of the existing traffic calming hump, the proposed development could be supported.

I await the requested information.

Regards, Phil

Phil Palmer
Development Control Engineer
Environment Department
Abbey Road
Wrexham County Borough Council
Tel: 01978 729688

>>> Gerry Kellett 08/12/2010 16:31 >>>
Hi Phil
Details attached to explanation below.
Thanks.
Gerry

>>> Stuart Hatherall <blueprintarchitectural@hotmail.co.uk> 12/11/2010 10:34 >>>

Gerry,

Re: JGKp/2010/0851
Proposal: Erection of 2No. dwellings with one detached garage
Location: Land adjacent to Gredington Arms, Holt, Gredington

Further to your recent correspondence, please find attached our latest drawings for the above-mentioned development.

As per your instructions, we have made amendments to:

the front doors (widening and changing their types),
windows adjacent to the front doors (added sills and lintels)
the off-centre chimney (removed)
gable-end chimneys (increased size and scale of)
general building notes (listing the preferred materials. These will take precedence over the materials listed on the application form)

Added are also hard and soft landscaping specification notes and a boundary wall. At the time of writing, we are preparing a statement demonstrating how the development is in accord with LPG Note 21.

You noted in your letter that the drawings show a general discrepancy between measurements and scale. We checked this on our own prints but could not find this discrepancy. Could you please clarify where the these discrepancies are so can rectify the situation.

In accordance with the issues raised by Phil Palmer, we have provided the following:

A new footpath along the front of the site to Frog Lane, linked to the existing outside Gredington Arms. This pathway is as per the one shown on the original scheme where we have maintained a 5.5m carriageway in front of the site.

A note has been added to show the existing parking spaces in front of The Gredington Arms are to be removed and replaced with landscaping

The boundary of the application site has been amended to separate between the area owned by the client and the area allocated for development.

Parking / access provision for The Gredington Arms can now be achieved off Cross Street via the existing accessway positioned alongside the existing parking bays in front of the pub that are to be replaced by landscaping

Dropped kerbs to be provided in this section as per Phil Palmer's instruction

We hope this clarifies a number of the issues raised and ask the planner's decision be based on this new information. At the time of writing, we are determining the outcome of the remaining issues raised and will be in contact with all outstanding information as soon as possible.

A copy of this email is to follow in tonight's post.

Yours,

S. Hamilton

Shaun Hamilton
Senior Architectural Technician
for Blueprint Architectural