

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

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

Your Ref: JGK/P/2010/0851

Date: 18TH May 2010

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 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. I understand that it is intended to leave the existing hatch in place within the new

section of footway which would be considered unacceptable if the public house is used for an alternative use.

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.

However, although it is proposed to provide a new section of footway along the site frontage along Frog Lane, no details of the proposed use of the remaining public house have been provided indicating the deletion of the existing parking spaces fronting 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. However, no details have been submitted demonstrating the replacement of this access / parking provision for the existing building off Cross Street.

The previous application (ref: P/2010/0394) included the construction of a new shared access off Cross Street which provided alternative parking and turning provision alongside the existing public house. This would have required the reinstatement of the dropped kerbs along this section of Cross Street to full height footway construction.

I would normally therefore recommend that the application be **REFUSED** for the following reasons:-

1. **There is restricted visibility at the proposed access off Frog lane and increased use would increase the likelihood of danger to road users.**
2. **Insufficient details have been provided relating to the proposed access, parking and turning arrangements for the existing public house.**

However, if the applicant were to satisfactorily address the above issues, then further consideration could be given to the proposed development.

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

- 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