

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0394 **Your Ref:** JGK/P/2010/0394
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 3 dwellings and change of use of former public house to antique store with living accommodation above.

I refer to your consultation dated 12/05/2010 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 it would appear possible to provide adequate visibility from the proposed shared access in the easterly direction, visibility to the west would appear to be restricted to approximately 2.4 x 9m measured to the nearside edge given the proximity of the adjoining substation.

I would therefore not be able to support such an access in this location. 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.

In terms of the proposed 2.0m wide footway along the site frontage of the development site (ie/ Frog lane), I comment as follows:-

The proposed footway does not provide a continuous pedestrian link with the existing 1.2m wide footway running alongside the public house. I would therefore recommend that this footway is extended to provide a continuous footway link. It would appear possible to provide a 1.2m wide section of footway in this location whilst maintaining a 5.5m carriageway width. 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.

In terms of the proposed access off Cross 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 would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. 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 would also be required.

The submitted layout plan (Drg. No. D030/01 – Dated March 2010) does not demonstrate the required lateral and pedestrian visibility splays from the proposed access onto Cross Street.

Any proposed shared access onto Cross Street would require a minimum access width of 4.5m to accommodate the simultaneous passage of 2no. vehicles. The submitted layout plan appears to indicate an access width of approximately 3.0m which is considered inadequate.

In terms of parking provision at the proposed development site, I comment as follows:-

The proposed level of parking provision for the 3 no. dwellings including flat above the antique shop appears adequate. However, as the proposed access arrangements are inadequate, I would recommend that the applicant submits a revised layout plan addressing the above issues.

Assuming a gross floor space of 115m² for the proposed antique shop, LPGN 16 (A1 – non food retail) would normally require 1 car space per 20 m² gross floor space. This would require the provision of 6 no. spaces. Although not ideal, it would appear possible to accommodate these spaces on the existing frontage of the public house. However, I would recommend that these spaces are formally marked out using white lining materials so as to avoid any indiscriminate parking and interfere with any visibility splays from the proposed shared access.

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. **The proposed footway fronting the development site along Frog Lane does not provide a continuous footway link with the existing footway running alongside the public house (see note).**
3. **The proposed shared access serving the development site off Cross Street is of inadequate width (less than 4.5m wide)**
4. **Visibility splays from the proposed shared access onto Cross Street have not been demonstrated on the submitted layout plan (Drg. No. D030/01 – Dated March 2010).**

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 Operational Manager Engineering Consultancy - Ms. Sharon Stevens. I would recommend that the applicant contacts Ms. Stevens (Tel: 01978 297109) to discuss.



AP Operational Manager Traffic & Transportation