

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0197	Your Ref:	MP/P/2011/0197
Date:	24 TH March 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 519 112 Chester Road, Wrexham.

Development: Change of use of part of ground floor from use class A1 shop to use class A2 financial and professional services to include new shop front, installation of 2 air conditioning condenser units to side elevation and fixing of satellite dish to rear elevation.

I refer to your consultation dated 15/03/2011 in respect of the above.

The proposed development site is located on Chester Road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Although visibility from the existing access is adequate in the southerly direction, visibility in the northerly direction is inadequate.

Visibility in the southerly direction is in excess of 2.4 x 56m measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the highway in this direction given the location of the existing pedestrian refuge along this section.

Visibility in the northerly direction is approximately 2.4 x 35m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow located immediately to the north of the access and by the fact that the required splay would need to cross over land belonging to the adjoining properties.

Any proposed shared access would also 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. Such visibility is not available from the existing / proposed access in the northerly direction.

The existing / proposed shared access serving the development site is only 2.9m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. Any proposed shared access of this nature would normally require a minimum width of 4.8m. The width of the existing access is restricted by the presence of the existing bus stop in this location.

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

The proposed development site currently provides 4 no. spaces to the front of the site for Hobby Corner and has capacity for an additional 5 no. spaces to the rear of the site. I understand that Hobby Corner is relocating to the first floor and the proposed Betting Shop will occupy the ground floor.

Although the proposed Betting Office appears to be occupying an area of 108.4m² it is unclear as to what area Hobby Corner will occupy on the first floor.

For A2 Use, LPGN 16 would normally require 1 car space per 6m² gross floor space. The proposed Betting Shop would therefore normally require a maximum of 18 no. spaces. Although, it is unlikely that maximum parking provision would be required in this location, the proposed number of spaces would appear to fall significantly short of an acceptable level.

Although I do not have specific traffic generation figures for Betting Shops, such a development is likely to generate significantly more vehicle movements at the site compared with existing traffic generation levels.

I would therefore not normally support any proposed development that is likely to result in an increase in vehicle movements utilising this substandard access.

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

1. **There is restricted lateral / pedestrian visibility at the proposed / existing access and increased use would increase the likelihood of danger to road users and pedestrians.**
2. **The proposed / existing access is of insufficient width to serve as a shared access.**
3. **The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.**



Infrastructure and Planning Manager