

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0801 **Your Ref:** LB1/P/2010/0801
Date: 27th September 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 351 546 Spar, 58 Chester Road, Gresford, Wrexham.

Development: Automated Teller Machine (in retrospect).

I refer to your consultation dated 22/09/2010 in respect of the above.

The proposed development site is located on the B5445 Chester Road which is a busy, classified road subject to a 30mph speed limit.

Any proposed / existing access in this location 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 which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

The development site is fronted by an area of hardstanding which can provide parking for up to 4 no. vehicles. Assuming a central position along the site frontage, visibility would appear to be inadequate in both directions providing splays of approximately 2.4 x 14m in the north easterly direction and 2.4 x 16m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is restricted in the north easterly direction by the boundary wall / hedge running alongside no. 60 Chester Road. Visibility in the south westerly direction is restricted in that the required splays would cut across 3rd party land (hardstanding fronting adjoining retail units).

The existing minimarket provides a limited number of parking spaces (4 no.) at the front of the development site. This level of parking provision is considered inadequate for the existing retail unit and would fall significantly short of current LPGN 16 requirements.

As the development site fronts a classified road, it would normally be required to provide adequate turning facilities. However, no such facility is available and the vast majority of vehicles visiting the site reverse out onto Chester Road.

The section of footway fronting the development site is in frequent use by pedestrians either visiting the minimarket itself or the other facilities / shops within the village. There is also an on-street cycle lane fronting the development site along Chester Road.

I would therefore not normally support any proposed development that is likely to result in an increase in vehicle movements at the proposed development site.

Although it may be considered that the ATM has the potential to attract additional vehicular and pedestrian traffic, given the limited level of parking provision at the site it is likely that those vehicles unable to park within these limited spaces will seek alternative parking either along the frontage of the adjoining retail units, within the Plough Inn car park, within the layby on the opposite side of the road or within the Post Office car park.

I assume that a significant number of customers using the ATM would also make the trip to use the minimarket or other village facilities at the same time. Although on occasion, indiscriminate parking may possibly occur as a result of the ATM, I understand that no planning permission would have been required had the ATM been located inside the minimarket itself. Had this been the case, then the difference in vehicle / pedestrian movements compared with the external ATM would have been negligible.

I would therefore have no objections to the development on highway grounds.

Supplementary Notes

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



 Operational Manager Traffic & Transportation