

MEMORANDUM



From: Operational Manager Traffic & Transportation

Our Ref: TH/DC/PD/2009/0719 **To:** Chief Planning Officer

Date: 17 September 2009

Your Ref: P/2009/0719

TOWN AND COUNTRY PLANNING ACT 1990. **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.**

Location: O. S Grid Ref: 2780 4310 Land to the North of Llangollen Road, Acrefair

Development: Erection of 6 two storey dwellings.

I refer to your consultation dated 27 August 2009 in respect of the above.

The development site is located on the A539 Llangollen Road, a classified highway subject to a 30mph speed limit.

It is proposed to provide access to two of the dwellings directly on to Llangollen Road. The access is directly opposite the King Street junction and only 10m west of the Chapel Street junction. Given that the proposed access is also located only 15m from an existing pelican crossing and that the pedestrian guard railing for that pelican crossing extends beyond the proposed access I consider this access location to be unacceptable. The proposed turning areas within the curtilage of the site also appear inadequate.

The other four proposed dwellings are to be served by a small parking court located opposite the newly improved access to the public car park. The access is approximately 10m from the Llangollen Road. I have some concerns that the location could cause highway problems; if there are vehicles stacking to get out on the very busy Llangollen Road, then any vehicle wanting to turn into the proposed parking court will be forced to wait on the highway.

As the car park is only proposed to serve four dwellings I do not consider this issue too serious; I would not however want to see any increase in the number of dwellings served by this private car park.

Given that the access to the two most easterly plots is unsuitable I recommend that the application is **REFUSED** for the following reason.

REASONS

1. The proposed development does not make adequate provision for the parking and turning of vehicles clear of the public highway.

2. The location of the proposed access to the easterly plots is not feasible due to the existing pedestrian guard rail and would nevertheless be a potential source of danger to road users given its proximity to the Pelican crossing and crossroads.

Peta Outhwaite
For Operational Manager Traffic & Transportation