

# MEMORANDUM



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|-----------------|----------------------------------------------|------------------|------------------------|
| <b>From:</b>    | Operational Manager Traffic & Transportation | <b>To:</b>       | Chief Planning Officer |
| <b>Our Ref:</b> | TH/DC/PP/2009/0799                           | <b>Your Ref:</b> | SJG/P/2009/0799        |
| <b>Date:</b>    | 5 <sup>th</sup> October 2009                 |                  |                        |

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

**Location:** O. S Grid Ref: 349 546 Former Cottage Antiques, High Street, Gresford, Wrexham.  
**Development:** Conversion and extension of existing flat and shop to provide 2 one bedroom flats and shop.

I refer to your consultation dated 30/09/09 in respect of the above.

The proposed development site is located on the High Street which is a classified road subject to a 30mph speed limit. However, given the proximity of the junction with the B5445 Chester Road and the geometry of the road along this section, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the north west and south east, and around 20mph for vehicles approaching from the south west.

The existing site appears to comprise of a redundant antique shop incorporating a 2 bedroomed flat. The existing access serving the development site is located at the north western end of the site off the High Street. This access is only 3.8m wide and suffers from inadequate visibility in both directions. Any proposed / existing shared access would normally require a minimum width of 4.1m (preferably 4.5m) for at least 5m behind the adjoining highway in order to accommodate the simultaneous passage of 2 no. vehicles.

Visibility from the existing access is approximately 2.4 x 3m in both directions measured to the nearside edge of the adjoining highway. Visibility is currently impeded in the south easterly direction by the existing conifer trees fronting the site. Visibility in the north westerly direction is restricted in that the required splay would cut across land under 3<sup>rd</sup> party control. For typical speeds of 25mph along this section, any existing / proposed access 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.

No indication of the proposed visibility splays at the existing / proposed access have been indicated on the submitted layout plan.

Any proposed re-location of the existing access closer to the signalized High Street / Chester Road junction would not be supported given the likely reduction in forward visibility for vehicles approaching from the south west and the potential problems with stacking / queuing of vehicles at the High Street / Chester Road junction impeding access to the development site.

In terms of existing parking provision at the development site, there only currently appears to be sufficient space to accommodate 3 no. cars. There is currently no turning facility available at the development site. I assume that the existing parking provision was for the occupants of the flat and any visitors to the shop would either walk to the premises or park elsewhere.

The proposed parking provision (3 no. spaces) would be considered adequate for 2 no. 1 bedroomed flats. However, the proposed turning area appears inadequate given the position of the existing access.

However, any proposed development which would result in an increase in traffic movements at the development site would not be supported on highway grounds. The proposed development is considered likely to result in an increase in traffic movements through this substandard access.

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

1. There is restricted visibility at the existing / proposed access and increased use would increase the likelihood of danger to road users.
2. The proposed shared access is of inadequate width.
3. The proposed turning area within the curtilage of the development site appears inadequate.
4. The traffic generated by the proposed development in this location would be incompatible with through traffic interests and a potential source of danger to road users.

*dmf only*

Operational Manager Traffic & Transportation