

I would not normally support any proposed development that is likely to result in an increase in traffic movements through this substandard access (exit). However, it is considered that the proposed development is unlikely to result in any significant increase in traffic movements compared with the previous usage of the site.

In terms of turning provision within the site, I assume that a transporter (HGV) will deliver vehicles to the site on a regular basis. Given the limited width of the existing access points (both 4.6m wide) and the restricted internal arrangement of the site, I would raise concerns on how such a vehicle could maneuver safely within the development site. I assume that any transporter arriving at the site is likely to park on Chester Road itself and impede the existing bus stop fronting the site and interfere with the flow of traffic on the adjoining highway. This would be considered incompatible with through traffic interests and a potential source of danger to both road users and pedestrians.

I would recommend that the applicant provides a suitably scaled plan demonstrating the above detail including the swept path analysis of an articulated HGV entering, parking to unload and leaving the site.

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

As the proposed development takes the form of a "Sui Generis" class use, it is difficult to assess what level of parking provision will be appropriate. However, out of the proposed 30 no. spaces, it would appear that only 8 no. spaces are to be provided for customer use. Given that at least 4 no. staff will be employed at the site, this may leave only 4 no. spaces for potential customers. This level of parking provision is therefore considered inadequate. I would recommend that at least 10 no. spaces are provided for customer parking (excluding those associated with the car washing facility). I would recommend that additional spaces are provided for staff which could possibly be located to the rear of the development site fronting the existing store.

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

- 1. The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.**
- 2. Insufficient details have been provided to demonstrate the feasible turning / unloading facilities within the curtilage of the development site.**

However, if the applicant can provide additional details to satisfactorily address the above issues, then further consideration can be given to the proposed development.



Operational Manager Traffic & Transportation

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0889	Your Ref:	JS/P/2009/0889
Date:	3 rd November 2009		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 353 547 82 Chester Road, Gresford, Wrexham.

Development: Change of use from retail to vehicle sales, repairs and car wash.

I refer to your consultation dated 29/10/09 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.

The proposed access arrangements appear to be an "in only" at the northern end of the site and an "out only" at the western end of the site. This would appear to reflect the access arrangements previously utilised by Kaybee Doors.

Although visibility at the western access is adequate in the south westerly direction, visibility in the north easterly direction is inadequate providing a splay of approximately 2.4 x 25m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing bus shelter located between the 2 no. access points serving the development site.

Although, the "in / out" access arrangement maybe workable with local people visiting the site who are familiar with this layout, the proposed development is also likely to attract customers who are not local to this area, who are not familiar with the access arrangements and may attempt to access the site from either access point. This has the potential to cause conflict of vehicle movements and increase danger to road users.

There are 2 no. bus stops either side of Chester Road fronting the development site which may result in a conflict of vehicle movements along this section.

The existing westerly access is located alongside an existing private driveway serving no. 80 Chester Road. The location of the main access (exit) in such close proximity to this existing private driveway is not ideal and may result in a conflict of vehicle movements.