

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0645 **Your Ref:** PF/P/2012/0645
Date: 17th September 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 349 354 Land adjoining Gresford TV and Video Services, High Street, Gresford, Wrexham.

Development: Erection of 2 no. bedroom dwelling.

I refer to your consultation dated 12/09/2012 in respect of the above.

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

Assuming typical speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving the development site onto the High Street appears adequate in both directions providing splays in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway.

The existing access serving the development site is 3.4m wide and is gated approximately 4.1m behind the adjoining carriageway. The access is surfaced with hard bound materials.

There would currently appear to be sufficient parking for vehicles alongside the existing shop for approximately 3 no. vehicles. However, there does not appear to be sufficient space for turning within the curtilage of the site. However, it would appear that this area is not currently used for parking and staff / customers typically park along the High Street.

In order to serve the proposed dwelling and existing shop, the proposed shared access would need to be a minimum width of 4.5m in order to accommodate the simultaneous passage of 2 no. vehicles. However, the existing available width between the existing shop and the western boundary is only 5.3m. The proposed parking space alongside the shop (2.0m minimum width) would only leave a gap / potential access width of 3.3m which is considered inadequate to serve the proposed development site. The submitted layout plan indicates a proposed access width of only 2.6m.

The existing shop (approx. 28m² gross floor space) would normally require 1 car space per 15m² gross floor space for A1 small shop use. This would equate to the requirement for a maximum of 2 no. spaces. LPGN 16 would normally require a maximum of 2 no. spaces for the proposed dwelling.

The submitted layout plan (Drg.No. P03 – Dated 20/06/2012) appears to indicate only 1 no., parking space for the proposed 2 bedroom dwelling and 1 no. parking space for the existing shop which is considered inadequate. There is already a significant number of vehicles which frequently park along this section of the High Street. The proposed parking space alongside the shop is only 4.0m in length, not 4.8m as required by LPGN 16.

I would normally therefore not wish to support any proposed development that is likely to result in an increase in vehicle movements through such a sub-standard access.

The proposed turning facility within the curtilage of the site does not comply with the dimensional requirements of LPGN 21 (Space around dwellings) and neither vehicle would be able to turn around within the limited space provided.

Based on the inadequate proposed access width, parking and turning provision at the development site, I would not wish to support the proposed development.

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 adjoining carriageway.**
2. **The proposed development does not make adequate provision for the turning of vehicles clear of the adjoining carriageway.**
3. **The proposed shared access is of inadequate width to accommodate the simultaneous passage of 2 no. vehicles.**

Peter Doornwaite

PP.

Network and Infrastructure Manager