

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0350	FAO:	Matthew Phillips
Date:	25 TH May 2012	Your Ref:	MP/P/2012/0350

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 349 546 7 Chester Road, Gresford, Wrexham.

Development: Demolition of Existing Retail and Residential Dwelling and Erection of Two Storey Bar and Restaurant Unit with 2 Two Bedroom Flats on Third Floor.

I refer to your consultation dated 16/05/2012 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 above. The existing access serving the development site is located at the north western end of the site off the High Street. The previous access serving the development site was only 3.8m wide and suffered from inadequate visibility in both directions. Visibility from the previous access was approximately 2.4 x 3m in both directions measured to the nearside edge of the adjoining highway. Visibility was impeded in the north westerly direction in that the required splay would need to cut across the front gardens of Chapel Cottages. Visibility in the south easterly was previously impeded by the large conifer hedge fronting the site which has since been removed. 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 in accordance with Manual for Streets.

Visibility splays from the proposed shared access have not been demonstrated on the submitted layout plan. However, although visibility in the south easterly direction appears acceptable, visibility in the north westerly direction is still inadequate given the proximity of the access to the adjoining properties (Chapel Cottages).

The proposed access appears to be 4.5m wide which is considered adequate to serve as a shared access and has been re-located approximately 10m away from the boundary with Chapel Cottages.

Forward visibility for vehicles approaching the proposed access turning off the B5445 Chester Road from the south westerly direction appears inadequate providing a stopping sight distance of around 18m. Assuming typical vehicle speeds of around 20mph around this junction, a stopping sight distance of 25m would normally be required.

The proposed access has been located approximately 19m away from the signalized High Street / Chester Road junction and is considered to be too close to this busy junction.

Having conducted a brief survey of traffic movements at this junction on 16/03/2009 between 15:00 and 15:45, I observed 12 no. separate instances when between 3 and 6 vehicles were queuing at the traffic lights along the High Street. It only appears necessary for as few as 3 no. vehicles to queue at these lights in order to impede access into the proposed development site. I assume these movements were influenced by the traffic associated with the nearby school.

Due to the lack of lateral visibility and forward visibility from the proposed shared access and its proximity to the signalised High Street / Chester Road junction, the proposed access is considered unsuitable to serve a development of this nature. Given the potential for standing vehicles to accumulate along this section of the High Street waiting to turn right into the site from the south west off Chester Road and the increased likelihood of danger to road users, such a proposal is considered unacceptable.

I would therefore not support the re-location of the existing access closer to the signalised High Street / Chester Road junction.

I would not wish to support any proposed development at the site that is likely to result in an increase in vehicle movements through this sub-standard access. The proposed development is considered likely to result in a significant increase in vehicle movements.

In terms of existing parking provision at the development site, there only previously appeared to be sufficient space to accommodate 3 no. cars. The former antique shop had no turning facility available within the curtilage of the site. I assume that the limited parking provision previously available at the site was for the occupants of the flat and any visitors to the shop would either walk to the premises or park elsewhere. The existing site is therefore considered to have generated very limited traffic movements.

LPGN 16 would normally require a maximum of 2 parking spaces each for the 2 no. 2 bedroomed flats equating to the requirement for 4 no. spaces. I understand that the proposed bar / restaurant has a total public floor space of 175m². Based on A3 use, LPGN 16 requires 1 car space per 4m² public floor space which would require a maximum of 44 spaces. The overall development would therefore require a maximum of 48 parking spaces.

The submitted layout plan only indicates the provision of 8 no. spaces. I would recommend that the space nearest to the proposed access is deleted as it would increase the likelihood of conflict at the access. This would leave only 7 spaces for the proposed development which is considered inadequate.

No turning provision appears to have been provided within the curtilage of the site for any potential larger delivery vehicles visiting the site. However, it is not clear from the submitted information as to what delivery vehicles will be visiting the site.

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

1. **There is restricted visibility at the proposed access and increased use would increase the likelihood of danger to road users.**
2. **The proximity of the proposed access in relation to the High Street / Chester Road junction is considered unsuitable.**
3. **Forward visibility for vehicles approaching the proposed access off the B5445 Chester Road from the south westerly direction 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.
5. The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.

Peter Downwaite

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Network and Infrastructure Manager

