

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0513 **Your Ref:** MP/P/2010/0513
Date: 23rd June 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

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

Development: Change of use to bike shop.

I refer to your consultation dated 18/06/2010 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 access is currently served by 2 no. access points at either end of the site frontage. Both accesses are approximately 4.6m wide and incorporate a lockable barrier.

Visibility from the north easterly access appears adequate in both directions providing splays in excess of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway. Although visibility from the westerly access is adequate in the south easterly 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.

Although it may be considered beneficial to close up the westerly access and widen the existing north easterly access to a minimum of 4.8m, it is considered that the proposed development is unlikely to result in any increase in vehicle movements compared with previous traffic generation levels.

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

For A1 – Non Food Retail Use, LPGN 16 would normally require the provision of 40 no. spaces (1 car space per 20m² gross floor space) for such a development (Gross Floor Space - 806m²). Although the existing car park appears capable of accommodating adequate parking, the car park is not formally laid out. To avoid any indiscriminate parking and interference with the proposed access arrangements, I would recommend that the proposed parking spaces are formally marked out in accordance with LPGN 16 requirements.

Given the nature of the proposed development, I would recommend appropriate cycle parking provision is considered.

I would recommend that any proposed parking layout incorporates a suitable turning facility for the turning movements of a refuse wagon and appropriate delivery vehicles.

I would recommend that the applicant submits a suitable plan indicating how parking spaces will be marked out and how a suitable turning facility will be provided within the curtilage of the development site.

Assuming that the above issues are satisfactorily addressed, I would recommend any permission include the following conditions:-

CONDITIONS

1. A suitable plan indicating the proposed parking and turning arrangements at the development site shall be submitted to and approved in writing by the Local Planning Authority before the use is first commenced. The proposed spaces shall be formally laid out using white lining materials in accordance with LPGN 16.
2. Suitable turning facilities shall be provided within the curtilage of the development site.

REASONS

- 1 To provide for the parking of vehicles clear of the highway.
2. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety,

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.



Operational Manager Traffic & Transportation