

2. Suitable turning provision 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

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0871	Your Ref:	JS/P/2009/0871
Date:	2 nd November 2009		

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

Location: O. S Grid Ref: 333 499 3A Chapel Street, Wrexham.
Development: Change of use of existing office to two residential flats.

I refer to your consultation dated 26/10/09 in respect of the above.

The development site is served by a private access road off Chapel Street which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Manual for Streets would normally require such an access to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Although visibility in the south easterly direction is adequate from the existing access, visibility in the north westerly direction along Chapel Street is currently inadequate providing a splay of approximately 2.4 x 15m measured to the nearside edge of the adjoining highway.

The existing parking area to the rear of the development site currently provides parking provision for both the existing pharmacy and a number of offices on the first floor. Given the sustainable location of the development site, the proposed level of parking provision for this development is considered acceptable.

I would not normally support any proposed development that would result in an increase in traffic movements utilising this substandard access. However, given the significant level of traffic movements which are currently generated by the existing pharmacy and offices, I would have no objections to the proposed Flats which are not likely to exceed the existing levels of traffic generation at this site.

I would therefore recommend any permission include the following conditions:-

CONDITIONS

1. Parking provision at the proposed development site shall be in accordance with LPGN 16.