

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2009/0924 **Your Ref:** KH/P/2009/0924
Date: 18th November 2009

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

Location: O. S Grid Ref: 334 498 Former Chapel, Talbot Road, Wrexham.
Development: Conversion of lower ground floor of former chapel to two flats.

I refer to your consultation dated 11/11/09 in respect of the above.

The proposed development site is located on Talbot Road which is a busy, classified residential road subject to a 30mph speed limit.

Results of a speed survey have previously been provided by the applicant which determined 85th percentile speeds of 16mph for vehicles approaching from the south and 24mph for vehicles approaching from the north east. Although, vehicle speeds for vehicles approaching from the south appear particularly low, speeds are likely to be influenced by the geometry of the road and the significant volume of on street parking along this section.

Any proposed access would normally be required to provide visibility splays of 2.4 x 19m to the south and 2.4 x 32m to the north east measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. These splays have not been demonstrated on the submitted layout plan (Drg. No. 500/21 – Dated October 2009).

There would appear to be a significant on street parking problem along both sides of Talbot Road. Although it may be possible to provide the required splays from the proposed access, visibility is likely to be impeded by parked vehicles along this section of Talbot Road.

Any proposed access would normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. These splays have not been demonstrated on the submitted layout plan (Drg. No. 500/21 – Dated October 2009).

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

I understand that planning permission (ref: P/2007/0762) has previously been granted at the site for the conversion to 4 no. flats. This consent included a condition to provide adequate parking and turning provision.

Although it would appear possible to accommodate up to 6 no. vehicles within the proposed parking area which would be an acceptable level of provision given the sustainable location of the site, this then would appear to remove the previously provided turning space which is occupied by space no. 6. The lack of adequate turning provision for such a development in this location is considered unacceptable.

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

The provision of adequate turning provision within the curtilage of the development site has not been demonstrated on the submitted layout plan.

However, if the applicant could address the issue of turning within the curtilage of the development site and provide further detail including the "swept path analysis" of vehicles exiting the site in a forward gear, then further consideration could be given to this proposal.

If adequate turning provision is reliant on the widening of the previously approved access, I would recommend that the applicant submits details of how the required visibility splays will be provided from any modified access.


Operational Manager Traffic & Transportation