

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0008 **Your Ref:** PF/P/2017/0008
Date: 6th March 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 334 496 9 Trevor Street, Wrexham.

Development: Change of use of rear office / workshop to 2 no. flats (in retrospect) and provision of external staircase.

I refer to your consultation / email dated 03/03/2017 in respect of the above.

The development site is accessed off Talbot Road which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Assuming speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access appears adequate in the southerly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 5m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary wall pillars fronting no. 22 Talbot Road. Visibility can also be regularly impeded by parked vehicles along this section of Talbot Road.

The existing arched access is approximately 2.9m wide and appears to provide rear vehicular access to a number of existing properties on Trevor Street and Talbot Road. Any existing shared access of this nature would normally require a minimum width of 4.8m to facilitate the simultaneous passage of 2 no. vehicles in order to avoid conflict of vehicle movements on the adjoining highway..

There is no formal turning head serving the proposed development site but it would appear possible for cars to turn and exit the site in a forward gear.

Where access is sub-standard, we would normally consider the level of traffic movements generated by the existing building proposed for conversion and equate this to the likely movements generated by the proposed flats.

I understand that the applicant has provided further information in respect of the former office / workshop which suggests that the existing building(s) had legitimate business use. The applicant has also indicated that two of the existing garages under his control could be allocated for use by both proposed flats. It is therefore considered that the previous office / workshop could have generated similar number of vehicle movements to the proposed 2 no. flats. I assume that all existing business uses at the development site will cease if the current application is supported.

On this basis including the provision of a car space for each dwelling, I would raise no objections to the proposed development on highway grounds.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Oathwaite

M Service Manager Environment