

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: 25th January 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 dated 11/01/2017 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.

In terms of parking provision at the development site, it is unclear as to which properties are allocated parking / garages. I would recommend that the applicant clarifies the parking arrangements at the site for both existing dwellings and the proposed flats on a revised layout plan.

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. However, I understand that no documentation is available to suggest that the building has a lawful B1 Business Use or residential use.

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

1. **The existing shared access is of inadequate width to accommodate the simultaneous passage of 2 no. vehicles.**
2. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**
3. **Insufficient information has been provided in respect of parking / turning arrangements at the development site for both existing / proposed dwellings.**

However, if the applicant were to satisfactorily address the above issues, then further consideration could be given to the proposed development. I would recommend that the applicant provides evidence that the building has a lawful B1 Business Use and what level of daily vehicle movements are generated by the business through the existing shared access.

I await the requested information.

Peter Donwau

fm Service Manager Environment