

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0787

Your Ref: PF/P/2018/0787

Date: 12th October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 340 497 24 Derby Road, Wrexham.

Development: Change of use to House in Multiple Occupation (HMO) 4 no. bedrooms with 7 no. occupants in total.

I refer to your consultation dated 19/09/2018 in respect of the above.

Access

The development site is located on Derby Road which is a classified road subject to a 30mph speed limit. Derby Road operates a one-way system with vehicles travelling in a southerly direction only.

Any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 43m in the northerly direction measured to the nearside edge of the adjoining highway.

Visibility in the northerly direction from the existing access serving the site is inadequate providing a splay of approximately 2.4 x 6m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary wall pillar and 2.5m high hedgerow fronting the site. It may be possible to provide adequate visibility from the access by removing / lowering these obstructions. There is a lighting column and telegraph pole at the northern end of the site frontage which may also impede visibility in this direction.

I would recommend that the applicant provides a suitably scaled layout plan demonstrating how the required splay can be provided. The existing telegraph pole and lighting column will need to be indicated on such a plan.

The existing access serving the development site is less than 4.5m wide and is unsuitable to serve as a shared access. I would recommend that the access is widened to a minimum of 4.5m.

I would recommend that the applicant provides a suitable layout plan demonstrating this detail.

Any proposed access would need to be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the highway boundary.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across the proposed access behind the back of footway.

Parking and Turning Provision

In terms of parking provision, I comment as follows:-

There are a number of properties along this section of Derby Road which have no off-street parking provision which results in a significant number of vehicles parking along Derby Road which is not ideal.

I understand that the existing property is 3 bedroomed. LPGN 16 would normally require a maximum of 3 spaces. Turning provision would also normally be required give that the property accesses onto a busy, classified road.

The property currently appears to have space for 2 cars plus a small turning area (single garage excluded).

LPGN 16 would require the proposed HMO to provide a maximum of 4 parking spaces allowing all vehicles to access the site independently including an appropriate turning area.

I would recommend that the applicant provides a suitably scaled layout plan demonstrating how the required parking and turning provision can be accommodated.

I await the requested information.

Supplementary Notes

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

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