

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: 30th November 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 email dated 27/11/2018 in respect of the above.

Access

The development site is located on Derby Road which is a busy, 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.

The proposed development is considered likely to result in an increase in vehicle movements through this sub-standard access.

I would normally 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 would need to be indicated on such a plan

The existing access serving the development site is only 2.5 wide and is unsuitable to serve as a shared access. If you are minded to support the application, **I would recommend that the access is widened to a minimum of 4.1m. This could easily be achieved by removing a section of the existing wall and extending the dropped kerb fronting the access.** The suggested access widening would also increase visibility from the proposed / existing access.

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. The submitted layout plan (received on 27/11/2018) indicates the provision of 4 spaces which is adequate. However, vehicles using proposed spaces C & D would struggle to turn within the site and access the site in a forward gear due to the restricted access width. This issue would easily be resolved by removing a section of the existing wall and extending the dropped kerb fronting the access.

If the application is to be supported, then I would recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 4.1 metres.

NONSTD PAVEMENT CROSSING (EXTENSION)

026R Prior to first use of the development a pavement crossing to the site shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09
033R

NO GATES WITHIN 5 METRES

There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46
026R

NO PRIVATE SURFACE WATER RUN OFF

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

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

peter oosthuis

Mr

Planning Control Manager