

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/0486	Your Ref:	KH/P/2018/0486
Date:	18 th June 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 334 498 Kingston Villa, 27 Poplar Road, Wrexham.

Development: Conversion of Use Class C4 (6 no. bedroom HMO) to 8 no. bedroom HMO – single occupancy.

I refer to your consultation dated 13/06/2018 in respect of the above.

Access

The proposed development site is located on a busy, unclassified, residential road subject to a 20mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m to the north west measured to the centerline of the adjoining highway and 2.4 x 25m to the south east measured to the nearside edge of the adjoining highway. Visibility can be permitted to the centerline of the road in the north westerly direction given the existing traffic calming measures / build out feature along this section.

Visibility from the existing access is adequate in the north westerly direction providing a splay in excess of 2.4 x 25m measured to the centerline of the adjoining highway. However, visibility in the south easterly 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 1.2m high boundary wall. Ideally, this wall could be lowered to maximize visibility in this direction.

The existing access serving the property is 3.9m wide and is gated 1.8m behind the adjoining carriageway. I would normally recommend that any shared access of this nature is a minimum of 4.8m wide with no gates erected within 5m of the highway boundary.

Parking and Turning Provision

LPGN 16 would normally require a maximum of 4 parking spaces for the existing 6 bedroomed HMO and a maximum of 5 spaces for the proposed 8 bedroomed HMO. Normally, maximum standards would not be required for this property given its sustainable location. However, it is considered that the proposed development will result in an increase in parking demand compared with its current residential use.

The property currently has parking provision for approximately 4 cars (excluding single garage). However, due to the restricted layout of the driveway some of these cars would have to block each other in which is not ideal. Typically, only 2 vehicles could access the property independently. This is not considered to be an acceptable arrangement as all vehicles should be able to access the property independently of each other given the nature of the development.

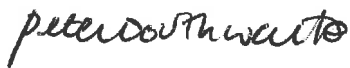
There is no communal turning area for vehicles within the curtilage of the site which would result in vehicles reversing onto the adjoining highway which is unacceptable.

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

1. **The proposed development does not make adequate provision for the parking of vehicles clear of the adjoining carriageway.**
2. **The proposed development does not make adequate provision for the turning of vehicles clear of the adjoining carriageway.**

Supplementary Notes

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



 Planning Control Manager