

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/0264	Your Ref:	MP/P/2018/0264
Date:	18 th April 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 343 508 79 Holt Road, Wrexham.

Development: Change of use from mixed use of Restaurant / Café (A3) and Residential (C3) to a Sui Generis 12 Bed Single Occupancy House in Multiple Occupation (HMO).

I refer to your consultation dated 06/02/2018 in respect of the above.

Access

The proposed development site is bounded by Borrass Road to the north and Holt Road to the south which are both classified roads subject to a 30mph speed limit. However, I would estimate typical vehicle speeds along Borrass Road at being around 25mph given the existing traffic calming measures in place.

The development site is served by an existing 7.2m wide dropped kerb crossing. Visibility from this existing access appears adequate providing splays in excess of 2.4 x 33m in both directions.

Except for a short distance near to its junction with Holt Road, there are no parking restrictions along either side of Borrass Road. This results in a significant level of on-street parking on the western side of the road due to the lack of off-street parking facilities for the existing properties.

This results in vehicles travelling along Borrass Road in the north easterly direction typically having to straddle the centerline of the highway which is not ideal in respect of oncoming vehicles. Any proposed increase in vehicle movements through the existing site access is likely to increase the conflict of traffic movements close to the Holt Road / Borrass Road junction resulting in additional danger and inconvenience to all highway users.

I would therefore not wish to support any proposed development that is likely to result in an increase in vehicle movements through this existing access.

Parking & Turning Provision

I understand that the site currently comprises a 5 bedroom property on the first and second floors and a café (non-takeaway) on the ground floor. Based on LPGN 16 requirements, the existing 5 bedroom dwelling would normally require a maximum of 4 spaces. I assume that any existing parking for the dwelling is located behind the existing boundary wall along Borrass Road.

The existing café has the benefit of a previous consent (ref: P/2013/0206) which required 3 parking spaces at the site.

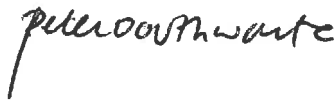
Based on LPGN 16 requirements, the overall site would require a maximum of 7 spaces. In comparison, the proposed development would require 1 car space per 2 bedspaces equating to a maximum requirement of 6 spaces.

It is therefore considered that the proposed development would in theory have a reduced parking demand compared with the existing dwelling / café.

However, it is unclear as to how many parking spaces are currently available for the existing dwelling and how many spaces overall are proposed at the development site for the 12 no. HMO apartments. It may be possible to provide 3 spaces at the front of the site (fronting the former café) and 2 spaces at the side of the building behind the existing boundary wall along Borrás Road.

Could you please ask the applicant to provide a suitably scaled layout plan indicating the proposed parking spaces in respect of the existing vehicular access.

I await the requested information.

 Service Manager Environment