

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0122 **Your Ref:** SEH/P/2020/0122
Date: 5th March 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 498 27 Salop Road, Wrexham.

Development: Change of existing house in multiple occupation (HMO) from 4 bedroom to 5 bedroom single

I refer to your consultation dated 25/02/2020 in respect of the above.

Access

The proposed development site is located on Salop Road which is a busy, classified road subject to a 30mph speed limit.

Assuming typical speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing shared access is inadequate in both direction providing splays of approximately 2.4 x 30m to the north and 2.4 x 14m to the south measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions with the required splays cutting across 3rd party land.

The existing shared access serves a small parking / turning area which appears to accommodate up to 6 no cars. I understand that no. 27 Salop Road has the use of 2 of these spaces.

The existing shared access is approximately 4.6m wide with gates setback 5.4m behind the adjoining highway (back of footway). The access is surfaced with loose bound materials. The access would benefit from re-surfacing with hard bound materials.

Access onto and from Salop Road is awkward given its proximity to the signalized junction.

I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access.

Parking and Turning Provision

The existing 4 bedroom HMO has 2 no parking spaces located to the rear of the property. Based on LPGN 16 (HMO) requirements, the existing property would require a maximum of 4 no. spaces. However, maximum parking standards would not be required given the sustainable location of the site. LPGN 16 also requires provision of 1 secure cycle parking space per 2 bedrooms HMO via a safe, secure and preferably covered cycle parking area located within the curtilage of the building. The existing HMO would require 2 cycle parking spaces.

In comparison, the proposed 5 bedroom HMO would still have 2 no. spaces. Based on LPGN 16 (HMO) requirements, the existing property would require a maximum of 4 no. spaces. Given that only one of the spaces is currently in use, the relatively sustainable location of the site and the appeal that was recently allowed for a similar development at 65 Salop Road, I would raise no objections to the proposed development. I assume that in this instance, the additional bedroom is more likely to appeal to someone who does not own a car.

LPGN 16 also requires provision of 1 secure cycle parking space per 2 bedrooms HMO via a safe, secure and preferably covered cycle parking area located within the curtilage of the building. The existing HMO would require 3 cycle parking spaces. The proposed development does appear to be providing adequate cycle storage.

Traffic Generation

Although the second parking space may not currently be in use, it is an existing space that could have previously generated a number of vehicle movements through this existing sub-standard access.

I would therefore have no objections to the proposed development on highway grounds.

Supplementary Notes

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



^a Chief Officer, Environment & Technical