

Item 4o

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 4 NOVEMBER 2019

APPLICATION NO:
P/2019 /0758

LOCATION:
2 BERSHAM ROAD WREXHAM LL13
7UT

DATE RECEIVED:
07/10/2019

COMMUNITY:
Offa

DESCRIPTION:
CONVERSION OF FORMER BED
AND BREAKFAST TO 4 NO. ONE
BED SELF-CONTAINED
APARTMENTS

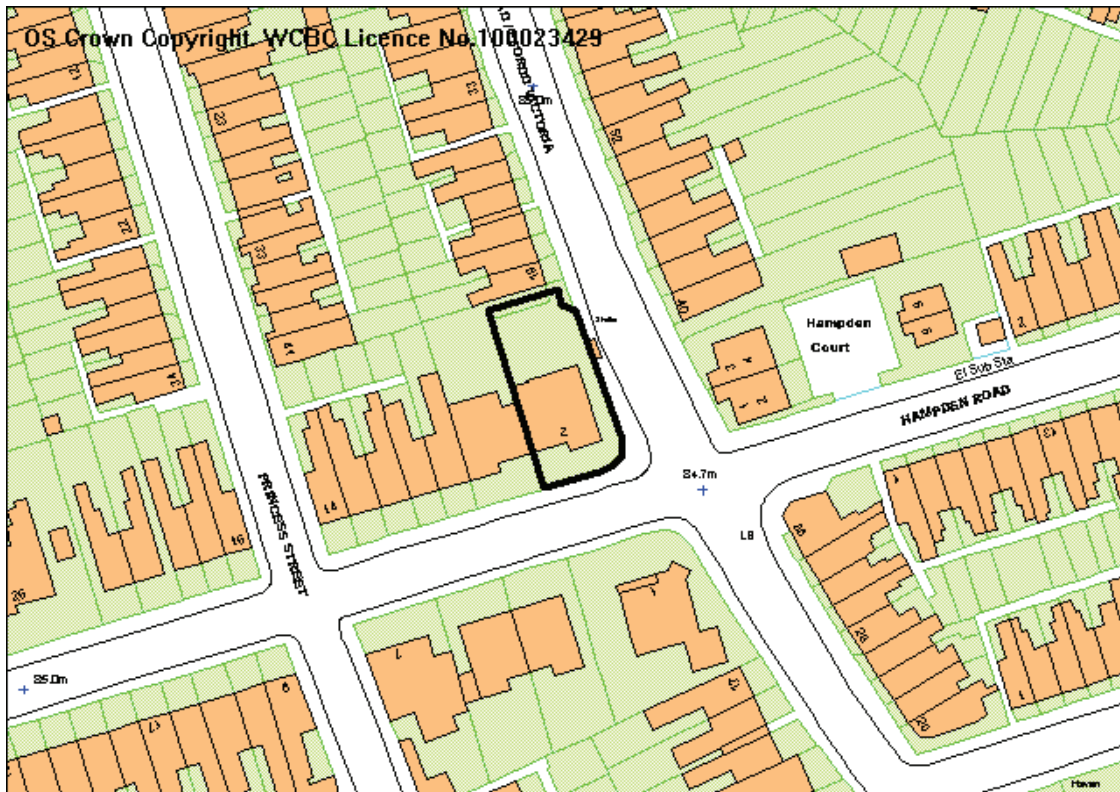
CASE OFFICER:
PF

WARD:
Offa

APPLICANT(S) NAME:
MR & MRS HODSON

AGENT NAME:
BLUEPRINT LTD
MR DAFYDD EDWARDS

THE SITE



PROPOSAL

Planning permission is sought for the conversion of the building to 4 no. one bedroom self-contained apartments. The building has previously operated as a guest house.

HISTORY

CB01368	Siting of static caravan (in retrospect). Refused 08.09.1997
P/2000/0175	Change of use to bedsit (6 rooms). Granted 20.04.2000
P/2000/1080	Change of use from guest house to dwelling house. Granted 09.01.2001
P/2006/0076	Parking and operation of private hire vehicle. Granted 21.04.2006

PLANNING POLICY

The site is located inside the Wrexham town settlement. Policies PS2, GDP1, H4 and T8 are relevant. Guidance is contained in Local Planning Guidance Note 16 –Parking Standards and 21 – Space Around Dwellings.

CONSULTATIONS

Community Council:	No objection.
Local Member:	Notified 07.10.2019
Site notice:	Expired 05.11.2019
Highways:	No objection if the current lawful use is as a B&B. The comparison of existing and proposed traffic movements will be similar. Whilst there is a shortfall in parking provision when considered against maximum parking standards, this is acceptable in a sustainable location.
Public Protection:	Advise the use of construction nuisance advisories.
Neighbouring occupiers:	12 neighbouring occupiers notified. One representation received raising the following concerns: • There is insufficient parking in the area; and • There are already too many HMOs.

SPECIAL CONSIDERATIONS

Background and policy: The building is currently vacant and appears in a poor state, especially to the rear where much of the open space area is untidy. The planning history for the site appears to suggest that planning permissions were granted in 2000 to revert from a guest house to a dwelling or to be used for the provision of a 6 room bedsit. I have no information before me to suggest whether either of these uses were ever implemented or whether prior to the building laying vacant at this time, what its previous lawful use was.

The building is large and clearly capable of subdivision. The proposal would be acceptable in principle in line with policy H4. This policy is criteria based and those criteria are considered in line with this proposal.

The sub-division of existing dwellings will only be permitted where:-

- a) *sub-division is possible without major alterations, extensions, or additional new buildings which would significantly alter the character of the original dwelling; and*

Only a minor change is proposed to the footprint of the building to bring an existing flat roof area at the rear up to modern standards. There is no proposal to extend the building.

- b) *proposals accord with Policy GDP1; and*

Matters of highway safety are discussed later in the report.

The proposed physical alterations to the building fabric will only lead to an improvement of the building's current appearance. There will be no detriment to the visual amenity of the area.

The continued residential use of the building as self-contained units will mean that there is unlikely to be detriment caused to the immediate neighbouring occupiers. I am satisfied that the scale of accommodation provided would represent an adequate standard of amenity for future occupiers.

- c) *adequate private open space is available.*

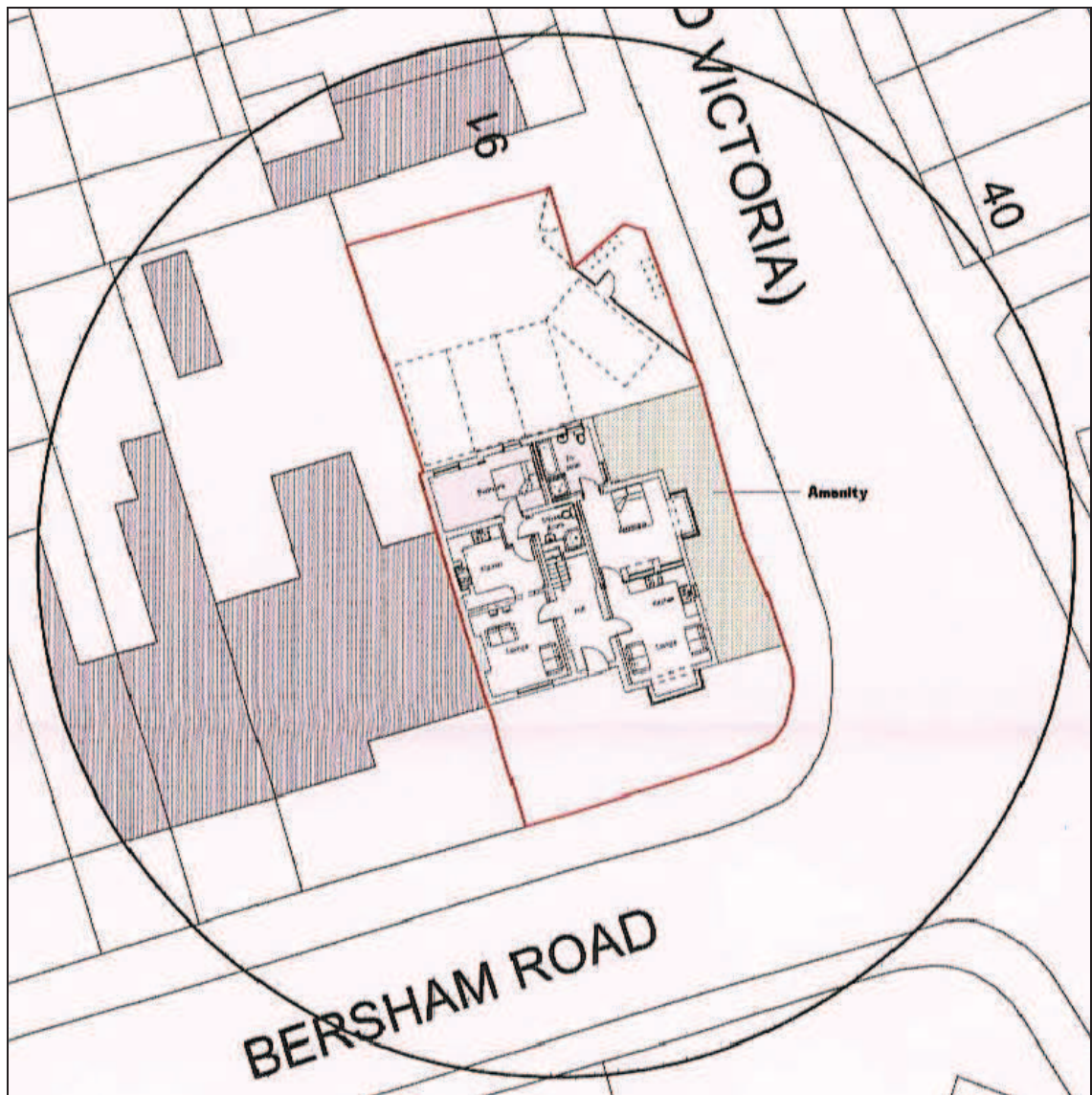
The proposal does not seek to retain any private amenity space associated with the conversion. The rear area of the property is proposed to be set aside as a parking area with an enclosed area for bin storage.

Whilst LPG21 does require a level of private amenity space for new residential units, I am satisfied that one bed units are likely to be occupied in such a manner that the lack of private amenity space would not be detrimental to future occupiers. There are unlikely to be children residing at the property and it is not uncommon for flats to be provided with no so such space. The site is located within a safe walking distance of many existing urban open spaces such as Bellevue Park and The Court Recreation Ground, all open to the public.

- d) *the proposal would not result in the over-concentration of Houses in Multiple Occupation to the detriment of crime levels, the social fabric of the area, and the amenity of existing residents.*

The proposal would result in 4 no self-contained flats and would not constitute a House in Multiple Occupation as defined in the Housing Act or use class C4 of the Use Classes Order. I am satisfied that criteria d) does not apply.

Highways: The current building is served by an existing access to the rear on to Victoria Road. This is shown in the proposed layout plan below.



This access does not meet Welsh Government visibility standards for new access provision. However, the fact that the access is lawful with an element of traffic generation is a material consideration in this instance.

Were the building used as a guest house/hotel/B&B I would be satisfied that the access could be used for the purposes of parking. However, given its

current condition, it is likely that vehicles have been utilising on street provision.

The proposal now before Members would require a maximum parking provision of 6 spaces in accordance with LPG16. This would be compared to 4 spaces for a 5 bedroom dwelling (as existing) or potentially 5 spaces if the building were considered as a hotel/guest house.

The proposed parking provision of 4 spaces to the rear of the building is considered more than adequate in this highly sustainable location. The main issue for consideration is whether the intensity of the use of the substandard access is acceptable.

Highways have not objected to the proposal in an outright manner, but have suggested that should the lawful use of the building be a B&B, traffic movements at the access would be comparable. I cannot categorically confirm the current lawful use of the building. Were the building considered to be a standard dwelling house, the level of vehicle movements are not likely to be materially different given the small single room nature of the flats. It would also not be unreasonable to assume that not every occupier of the flat would have a motor vehicle in this sustainable location. This would reduce the likely traffic generation of the proposed use. Whilst the site access is substandard, I do not consider its use will be any more detrimental than its current lawful use.

Conclusion: I am satisfied that the proposal represents a positive use of the dwelling and would provide for a sufficient level of amenity for future occupiers without harming that of the existing neighbouring residents. The proposal would not be detrimental to highway safety. I recommend accordingly.

RECOMMENDATION

That the Chief Officer Planning and Regulatory be given delegated authority to GRANT planning permission, subject to the following conditions, upon the expiry of the consultation period and no further new significant issues being raised.

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered H121/004 Sheet 1 of 1 Rev A and as contained within the application documentation.
3. Prior to the first occupation of the development hereby approved, the gates as referred to approved plan numbered H121/004 Sheet 1 of 1 Rev A shall be completely removed. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any statutory instrument revoking and re-enacting that Order

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 4 NOVEMBER 2019

with or without amendment) no further gates shall be erected at the point of vehicular access.

4. The vehicular parking and turning areas as shown on approved drawing(s) No(s). H121/004 Sheet 1 of 1 Rev A shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of motor vehicles at all times.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
 2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
 3. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 4. To provide for the parking and turning of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan
-