

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0636 **Your Ref:** SW/P/2019/0636
Date: 11th November 2019

Town and Country Planning Act 1990

Section 78 Appeal @ 65 Salop Road, Wrexham.

I refer to your consultation / email dated 08/11/2019 in respect of the above.

I am satisfied with my previous response made to this application (copy attached) and wish to inform you that I have no further comments to add.



nu Chief Officer, Environment & Technical

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0636 **Your Ref:** SEH/P/2019/0636
Date: 6th September 2019

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

Location: O. S Grid Ref: 337 497 65 Salop Road, Wrexham.

Development: Change of use from single dwelling to 5 no. bed house in multiple occupation (HMO) single occupancy.

I refer to your consultation dated 29/08/2019 in respect of the above.

Access

The proposed development site is located on Birch Street which is a residential road (cul de sac) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 10mph given the geometry of the road along this section.

Birch Street has no suitable turning head and it is difficult for vehicles to turn particularly given the existing on-street parking problem along this street.

Parking and Turning Provision

I understand that the existing property is 3 bedroomed . LPGN 16 would normally require a maximum of 3 parking spaces for such a property. 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 HMO would require 3 cycle parking spaces.

The existing property has no off-street parking provision. The existing single garage which accesses directly onto the footway would not be considered as contributing to parking provision. The supporting statement indicates that it is proposed to remove the garage and create a single space including providing a lockable space for cycles at the site. However, the proposed space only appears to be 2.6 x 4.7m wide according to the submitted layout plan (Drg. No. RO95/002 Rev B). We would normally require a single driveway width of 3.2m which is at least 4.8m deep. There is an existing shared driveway running alongside the proposed development site which is less than 4.1m wide and cannot accommodate the simultaneous passage of 2 vehicles. This is located directly alongside the proposed single parking space which is not ideal. There would not appear to be sufficient space alongside the proposed parking space to provide cycle parking / storage (uncovered).

There is an existing lighting column located in front of the proposed parking space which would need to be re-located at the applicant's expense if the application is supported. A dropped kerb crossing would also be required to serve the proposed parking space.

The proposed 5 bedroom HMO would normally require a maximum of 4 parking spaces.

The proposed HMO is therefore considered likely to result in an increased parking demand at the property. Given the existing on-street parking issues along Birch Street I would be unable to support the proposed development.

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

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

Peter D. St. Hwaite

MS

Chief Officer, Environment & Technical