MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/ PP/P/2025/0050	**Your Ref:**	P/2025/0050
Date:	05/02/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD O DŶ AMLFEDDIANNAETH DOSBARTH C4 I DŶ AMLFEDDIANNAETH (SUI GENERIS) - 10 TENANTIAID / CHANGE OF USE FROM CLASS C4 HOUSE IN MULTIPLE OCCUPATION TO HOUSE IN MULTIPLE OCCUPATION (SUI GENERIS) - 10 TENANTS

LOCATION: 18 GERALD STREET, WREXHAM, LL11 1EL

I refer to your consultation / email dated 27/01/2025 in respect of the above.

General

The proposed development comprises an existing 6 bedroom / 6 person HMO which has operated since 2008 changing to a 6 bedroom / 10 person HMO.

Access

The proposed development site is located on Gerald Street which is an unclassified, residential road (cul de sac) subject to a 20mph speed limit.

Parking along Gerald Street is restricted in parts by double yellow lines although there are a limited number of short stay parking bays on the first section of Gerald Street leading from Grosvenor Road. There is an existing on-street parking issue in this area given the lack of off-street parking provision being available at the majority of the existing dwellings and potentially those looking for free on-street parking that work in the city centre.

There is no formal turning head at the end of Gerald Street but this area is protected by double yellow lines to allow cars to maneuver and turnaround.

Parking & Provision

Based on LPGN 16 requirements, the existing HMO (6 bedroom / 6 person) would require a maximum of 1 car space per bedroom up to a maximum of 4 spaces. The same criteria applies to the 6 bedroom / 10 person HMO which would also require a maximum of 4 car spaces.

The existing / proposed HMO has no off-street parking provision. However, there is no increase in parking provision required by LPGN 16 when the proposed development is compared with the existing.

LPGN 16 refers to maximum requirements whereby reduced parking provision can be considered in more sustainable locations. The site is located in Wrexham Town Centre with good access to public transport and public car parks. It is considered that the accommodation is likely to appeal to those people who do not own a car.

In conclusion, the LHA raise no objections to the proposed development.



On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*

- *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.