MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0101	**Your Ref:**	P/2025/0101
Date:	26/03/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH C3 (ANNEDD) I DDOSBARTH C4 (HMO) / CHANGE OF USE OF BUILDING FROM CLASS C3 (DWELLING) TO CLASS C4 (HMO)

LOCATION: 96 ERDDIG ROAD, WREXHAM, LL13 7DR

I refer to your consultation / email dated 18/02/2025 in respect of the above.

General

The proposed development comprises the change of use of an existing 5 bedroom dwelling (Class C3 Use) to a HMO with 6 bedrooms.

Access

The proposed development site is located on Erddig Road which is an unclassified, residential road subject to a 20mph speed limit.

There would appear to be no existing parking provision for the property in its current form. However, the submitted Design & Access Statement indicates that two parking spaces will be reinstated to the rear of the property as part of the proposed development. The proposed spaces appear to be served off a shared private driveway off Bath Road (unclassified road subject to a 20mph speed limit) which already provides off-road parking for a number of existing properties in this area.

This access is approximately 3.4m wide. An access of this nature would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility from this existing shared access is inadequate providing splays of approximately 2.4 x 4m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing boundary walls / 3rd party land. However, this is an existing access which previously served these proposed spaces.

Parking & Turning Provision

There would appear to be a significant number of cars parked along the streets in this area during both the daytime and evenings. This is likely caused by the lack of off-street parking at a number of existing properties and people parking their cars in the day and visiting shops or those who park and work in the City.

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LPGN 16 would normally require the existing 5 bedroom dwelling to provide a maximum of 4 parking spaces. In comparison, LPGN 16 would require the proposed HMO (6 bedrooms) to also provide a maximum of 4 parking spaces. Even without the proposed 2 additional parking spaces, the parking demand is in theory no greater than its previous use as a 5 bedroom house.

LPGN 16 are maximum requirements whereby reduced parking provision can be considered in more sustainable locations. The site is located in a relatively sustainable location on the outskirts of Wrexham City Centre. It is considered that the accommodation is likely to appeal to those people who do not own a car.

In terms of cycle parking, LPGN 16 requires a minimum 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. This would equate to a minimum provision of 3 cycle spaces. **The detail indicated on the submitted plan (Drg. No. 6) is insufficient. The LHA recommend the applicant indicates the required detail on a revised layout plan.** The applicant may wish to contact our Active Travel Section for advice on the cycle parking / storage requirements for this development prior to submitting any revised details.

Waste / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

The submitted detail indicated on Drg. No. 6 is inadequate. The applicant may wish to contact our Waste / Recycling Section for advice on the waste / recycling requirements for this development prior to submitting any revised details. **The LHA request that the required detail is indicated on a suitably scaled revised layout plan.**

Conclusion

In conclusion, the LHA have no objections in principle to the proposed development but request further details as follows:-

- **Parking & Turning Provision**
  The proposed spaces appear to be served off a shared private driveway off Bath Road (unclassified road subject to a 20mph speed limit) which already provides parking for a number of existing properties in this area. **The LHA recommends the applicant provides a revised layout plan indicating the dimensions of the proposed spaces along with a minimum 6m clearance behind each space for turning.**

- **Cycle Parking / Storage**
  In terms of cycle parking, LPGN 16 requires a minimum 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. This would equate to a minimum provision of 3 cycle spaces. **The detail indicated on the submitted plan (Drg. No. 6) is insufficient. The LHA recommend the applicant indicates the required detail on a revised layout plan.** The applicant may wish to contact our Active Travel Section for advice on the cycle parking / storage requirements for this development prior to submitting any revised details.

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  The submitted detail indicated on Drg. No. 6 is inadequate. The applicant may wish to contact our Waste / Recycling Section for advice on the waste / recycling requirements for this development prior to submitting any revised details. **The LHA request that the required detail is indicated on a suitably scaled revised layout plan.**



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.