MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0101 Res(2)	**Your Ref:**	P/2025/0101
Date:	08/05/2025		

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 29/04/2025 including revised plans 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, the WCBC Active Travel Section have commented as follows:-

To ensure that the cycle parking is suitable please can the applicant provide a detailed plan outlining the overall dimensions of the storage, how they propose to lay out the cycle parking and the style proposed (Sheffield stands preferred) as well as the dimensions of the access points –eg. the alleyway to access the storage or access road and width of any gates. In as much as is it is possible, there should be every effort made to ensure an adapted cycle or cargo bike could access the space.

It is recommended that the applicant consider sections 14.8.15-17 and 14.8.21 of the Welsh Government Active Travel statutory guidance and FC_WfW-Inclusive-Guide_FINAL_V03.pdf for advice specifically on inclusive cycle parking.

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.

Comments from Waste Section as follows:-

The proposed waste storage space indicated on revised layout plans (Drg. Nos. 1,2 & 5 – Dated 29-04-25) is considered adequate to accommodate the required number of waste bins / containers. The tenants will need to present the containers at the existing collection point at the end of the alleyway on collection day.

Conclusion

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

- **Cycle Parking / Storage**
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On behalf of Chief Officer, Environment & Technical