

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0859	Your Ref:	SH/P/2022/0859 Res(1)
Date:	13/10/2022		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD O ANNEDD DDOSBARTH C3 I DY AMFEDDIANNAETH / CHANGE OF USE FROM CLASS C3 DWELLING TO HOUSE IN MULTIPLE OCCUPATION **4 BERSHAM ROAD WREXHAM**

Grid Ref: E 332883.34 N 349740.83

I refer to your consultation / email dated 12/10/2022 in respect of the above.

Access

The proposed development site is located on Bersham Road which is a classified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the traffic calming measures in place along this section and proximity to junction with Victoria Road. Based on typical speeds of 20mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There appears to be an existing 2.7m wide dropped kerb fronting the property. However, there does not appear to be any existing off-street parking provision at the front of the property or any proposed parking provision.

Parking Provision

There are a significant number of residential properties in this area that have no off-street parking facilities. This results in a number of vehicles being parked on the carriageway in the vicinity of the development site and along the adjoining side roads.

LPGN 16 would normally require a maximum of 3 parking spaces for the existing 4 bedroomed property. However, maximum standards would not be required for this property given its sustainable location. The property currently has no off –street parking provision.

The proposed HMO consists of 4 no. bedrooms. LPGN 5 / 16 would normally require 1 parking space per bedroom up to a maximum of 4 spaces.

It is therefore considered that the proposed development is unlikely to result in any significant increase in parking demand compared with its current residential use. The property is also located in a relatively sustainable location which may well appeal to those who do not own a car.

I would therefore have no objections to the proposed development on highway grounds.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to be 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical