

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0773

Your Ref: PF/P/2018/0773

Date: 10th October 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: Grid Ref: 333 512 33 Park Street, Rhosddu, Wrexham.

Development: Change of use from Residential to House in Multiple Occupation (HMO) 5 no. bedrooms maximum 8 no. occupants in total.

I refer to your consultation dated 13/09/2018 in respect of the above.

Access

The proposed development site is located on Park Street which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being no more than 20mph given the geometry of the road along this section and the proximity of the Park Street / Price's Lane junction.

Park Street is typically 3.6m wide for the majority of its length with limited footway provision along both sides of the road. The section of carriageway fronting the development site does increase in width to around 4.5m with a 0.9m wide footway fronting the site occupied by parked vehicles. There is a significant existing on-street parking problem along Park Street as a number of properties do not have their own driveways. Park Street is subject to a one-way system which allows vehicles to access from Rhosddu Road and exit onto Price's Lane.

Given the restricted carriageway width and presence of on-street parking, vehicles travelling along Park Street typically mount the footway in order to pass parked vehicles which is not ideal.

Parking Provision

There is an existing communal car park located on the corner of Park Street / Rhosddu Road which appears capable of accommodating approximately 8 no. cars. However, this is typically fully occupied throughout the day.

I understand that the existing house is 4 bedroomed which would normally require a maximum of 3 parking spaces in accordance with LPGN 16 maximum requirements. The proposed HMO comprises 5 bedrooms which would normally require a maximum of 4 parking spaces in accordance with LPGN 16 maximum requirements.

The proposed HMO has no off-street parking provision and is considered likely to result in an increase in parking demand at the site compared with the existing dwelling. This would only exacerbate existing parking problems along Park Street.

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 Dosthwaite

AD Planning Control Manager