

MEMORANDUM

From: Chief Officer, Environment & Technical

To: Chief Officer Planning & Regulatory

Our Ref: ET/DC/P/2019/0144

Your Ref: SW/P/2019/0144

Date: 28th October 2019

Town and Country Planning Act 1990

Section 78 Appeal @ 86 Erddig Road, Wrexham.

I refer to your consultation / email dated 23/10/2019 in respect of the above.

I am satisfied with my previous response made to this application (copy attached) and wish to inform you that I have no further comments to add.



 Chief Officer, Environment & Technical

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2019/0144 **Your Ref:** KH/P/2019/0144
Date: 13th March 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 332 497 86 Erddig Road, Wrexham.

Development: Variation of condition no. 1 imposed under appeal decision ref: APP/H6955/A/17/3166742 (Planning Ref: P/2016/0783 to change occupation from 8 no. residents in 8 no. single bedrooms to allow property to be let as 7 no. double bedrooms (maximum of 14 residents)).

I refer to your consultation dated 26/02/2019 in respect of the above.

The proposed development site is located on the corner of Bath Road and Erddig Road which are both unclassified roads subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph due to the geometry of the road

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 4 car spaces for the first 6 bedrooms and 1 space per 2 bedrooms thereafter. This would equate to the maximum requirement of 4.5 spaces.

LPGN 16 would normally require a maximum of 4 parking spaces for the original 5 bedroomed property. However, maximum standards would not normally be required for this property given its sustainable location. The property currently has no off-street parking provision.

The proposed change in use from 8 no. residents to potentially 14 residents is considered likely to generate the need for additional parking provision at the site. This view was taken by a planning inspector at a recent appeal for a similar application in respect of planning application ref: P/2018/0486. This appeal was dismissed based on the lack of adequate off-street parking provision.

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 Duthwaite

m Planning Control Manager