

MEMORANDUM

From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/P/2017/0277

Your Ref: SW/P/2017/0277

Date: 28th November 2017

Town and Country Planning Act 1990

Section 78 Appeal @ 10 Talbot Road, Wrexham.

I refer to your consultation / email dated 27/11/2017 in respect of the above.

I am satisfied with my previous response made to this application (copy attached).

Petwoodhouse

Service Manager Environment

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	EP/DC/PP/2017/0277	Your Ref:	PF/P/2017/0277
Date:	6 th April 2017		

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

Location: O. S Grid Ref: 334 497 10 Talbot Road, Wrexham.

Development: Change of use to (HMO) house in multiple occupation (in retrospect). Two double occupancy rooms, three singles – seven persons in total.

I refer to your consultation dated 05/04/2017 in respect of the above.

The proposed development site is located on Talbot Road which is a busy, classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

I understand that the existing property is 3 bedroomed. LPGN 16 would normally require a maximum of 3 no. parking spaces. The property currently has no off-street parking provision equating to a maximum shortfall of 3 no. spaces.

The proposed HMO consists of 5 no. bedrooms. I understand that two of the bedrooms accommodate 2 bedspaces each and three of the bedrooms only have a single bedspace each given their size, equating to a maximum of 7 bedspaces.

In terms of the proposed HMO, LPGN 5 would normally require 1 parking space per 2 bedspaces which would equate to a maximum requirement of 3.5 parking spaces.

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.

However, based on the above comparison, it is considered that the proposed development is unlikely to result in any significant increase in parking demand compared with its current residential use.

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.

Peterson

#1 Service Manager Environment