

MEMORANDUM



From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0427	Your Ref:	MR/P/2017/0427
Date:	5 th June 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 507 20 Maesgwyn Road, Wrexham.

Development: Conversion of 2 no. self-contained apartments together with rear external staircase.

I refer to your consultation dated 25/05/2017 in respect of the above.

The development site is situated on Maesgwyn Road which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph due to the significant level of on street parking along Maesgwyn Road.

I understand that the existing HMO / student flats comprises 8 no. bedrooms . LPGN 16 normally requires a maximum of 1 no. parking space per two bedspaces. The previous application at the site (ref: P/2003/1296) comprised the conversion of a 5 / 6 bedroom house into a HMO. An appeal was made by the applicant in respect of this application to remove the condition requiring parking provision (ie/ 3 spaces) to be provided at the rear of the site. The appeal was allowed and in theory the existing HMO is not required to provide any parking provision at the site.

The current proposal indicates the conversion to 2 no. 4 bedroom apartments on both ground and first floors. However, no layout plan appears to have been provided in respect of the proposed ground floor layout. LPGN 16 would normally require a maximum of 3 parking spaces per 4 bed apartment. However, the relatively sustainable location of the site to the town centre, proximity to railway station, bus station and local facilities would need to be considered in this instance.

The submitted layout plan (Drg. No. 01221/P/16) appears to indicate the provision of approximately 3 no. spaces at the rear of the site which accesses onto Primrose Way. I would recommend that the applicant clarifies how many spaces are proposed in this location as this area is also used for parking by residents at the adjoining Pavilion site.

Based on the sustainable location of the site, the previous appeal decision for the existing HMO's and assumed provision of 3 no. parking spaces at the rear of the site, I would 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.

petersonwants
Service Manager Environment