

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0329 **Your Ref:** KH/P/2017/0329
Date: 5th May 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 332 498 64 Pen y Bryn, Wrexham.

Development: Change of use to House in Multiple Occupation (HMO) – 1 occupant per room.

I refer to your consultation dated 02/05/2017 in respect of the above.

The proposed development site is located on Pen Y Bryn which is a busy, classified road subject to a 30mph speed limit.

The development site only appears to have 1 no. designated off-street parking space which I assume is located to the rear of the building served off an existing shared access off Ruthin Road.

The section of road fronting the development site (both sides) along Pen y Bryn is subject to a traffic regulation order in the form of double yellow lines. However, there are a limited number of 30 minute waiting bays further along Pen Y Bryn / Ruabon Road.

In terms of parking provision, the existing ground floor retail units (A1 Retail Use) would normally require 1 car space per 15m² gross floor space in accordance with LPGN 16. Based on a gross floor area of 53.9m² gross floor space, the existing retail units would normally require a maximum of 4 spaces. The proposed first floor units (A2 Financial & Professional Use) would normally require 1 car space per 20m² gross floor space. . Based on a gross floor area of 86.5m² gross floor space, the existing A2 use would normally require a maximum of 4 spaces. This equates to a maximum requirement of 8 spaces for both floors.

In comparison, the proposed C3 Use would normally require 1 car space per 2 bedspaces in accordance with LPGN 16. Based on 10 no. proposed bedrooms limited to a single occupant per room, the proposed HMO would require a maximum of 5 parking spaces.

Although there is only 1 no. parking space available for the proposed HMO, the proposed development is likely to result in a reduced parking demand compared with the existing 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.

Peter Ooms

Service Manager Environment