

TOWN AND COUNTRY PLANNING ACT 1990
SECTION 78 APPEAL

PINS REF: APP/H6955/A/17/3166742

LPA REF: P/2016/0783

86 Erddig Road, Wrexham

1.0 THE SITE

- 1.1 Located on the corner of Bath Road and Erddig Road, which are both unclassified roads subject to a 30mph speed limit.

2.0 PROPOSAL

- 2.1 A previous permission, P/2012/0185, permitted the change of use of 86 Erddig Road from a single residential property to a house in multiple occupation (HMO) in retrospect. This application seeks to vary condition 01 by replacing the word student with the word 'residents' and remove condition 02 which restricts occupation to students only.

3.0 LOCAL PLANNING CONTEXT

- 3.1 The relevant development plan is the Wrexham Unitary Development Plan adopted 14 February 2005.
- 3.2 The property lies within the settlement limit and Fairy Road Conservation Area. Wrexham UDP policies PS2, GDP1, EC7 and T8 refer.
- 3.3 Local Planning Guidance Note 16 – Parking Standards also applies.

4.0 THE COUNCIL'S CASE

- 4.1 Parking is the main consideration and the potential impact of increased parking in the vicinity of the site and nearby side streets.
- 4.2 There are a number of properties which do not have the benefit of off street parking facilities and vehicles are parked on the carriageway in the vicinity of the application property and adjoining side streets.
- 4.3 Numerous residents have objected to the proposal on the grounds of the property being used by non-students and an increase demand for parking will increase congestion.
- 4.4 A subjective but valid assumption is that occupation by residents would be potentially more likely to generate more cars than students and place additional pressure on an already congested area.
- 4.5 Given that students at best would be likely to have part-time employment it would be unlikely that car generation would be greater than residents earning a regular wage.
- 4.6 Whilst locals could work locally and look to utilise public transport, there would be no guarantee that this would be the case.

- 4.7 With regard to destination, with residents they are likely to be diverse and work arrangements could rely on a car/van to travel to work due to the nature of their work or more distant and inaccessible locations.
- 4.8 Students in Wrexham would have a more defined destination and would be likely to attend the university or Wrexham Hospital (student nurses for example). With parking at a premium at the University and with parking actively discouraged, no guarantee of parking and with the area round the University subject to restrictive Traffic Regulation Orders this would further discourage students from having cars and a greater reliance on cycling/walking and public transport.
- 4.9 Similarly with Wrexham Hospital's severe parking problems students have been discouraged from having cars.
- 4.10 An example where Wrexham Council relaxed parking standards at the Student Village adjacent to Wrexham Football Club resulted in rarely half full carparks which gives an appreciation of low car ownership involving students in Wrexham.

5.0 SUGGESTED CONDITIONS

- 5.1 The Inspector is respectfully requested to dismiss the appeal. Should permission be forthcoming the Local Authority would request that the following condition be attached to the permission –

The property subject of this permission should be occupied by a maximum of 8 residents at any one time.

6.0 CONCLUSION

- 6.1 Whilst Wrexham Council are aware of the relevant parking standard, each case does need to be considered on its own merits. The Council considers that sufficient justification is available to justify that due to financial constraints and difficulties generally with parking at the place of accommodation and education that resident parking would involve a greater demand for parking compared to student accommodation of the property causing an adverse impact on the locality.