

# MEMORANDUM

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**From:** Service Manager Environment

**To:** Head of Environment and Planning

**Our Ref:** EP/DC/P/2016/0754

**Your Ref:** SW/P/2016/0754

**Date:** 21<sup>st</sup> October 2016

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**Town and Country Planning Act 1990**

**Section 78 Appeal @ 62 Alexandra Road, Wrexham.**

I refer to your consultation / email dated 20/10/2016 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.



 Service Manager Environment

# MEMORANDUM

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|-----------------|------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Service Manager Environment  | <b>To:</b>       | Head of Environment and Planning |
| <b>Our Ref:</b> | EP/DC/PP/2016/0754           | <b>Your Ref:</b> | MP/P/2016/0754                   |
| <b>Date:</b>    | 12 <sup>th</sup> August 2016 |                  |                                  |

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

**Location:** O. S Grid Ref: 327 497 62 Alexandra Road, Wrexham.

**Development:** Conversion of dwelling (Use Class C3) to house in multiple occupation (HMO).

I refer to your consultation received on 11/08/2016 in respect of the above.

The proposed development site is located on an unclassified, residential road subject to a 30mph speed limit.

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 3 parking spaces for the existing 3 bedroomed property. However, maximum standards would not be required for this property given its sustainable location. The property currently has no off –street parking provision.

The proposed HMO appears to consist of 6 no. bedrooms which I assume comprises 6 no. bedspaces. LPGN 5 would normally require 1 parking space per 2 bedspaces which would equate to a maximum requirement of 3 parking spaces.

It is therefore considered that the proposed development is unlikely to result in an 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.

*Peter Outhwaite*

*PO* Service Manager Environment