MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Brett
Our Ref:	ET/DC/PP/P/2025/0847	**Your Ref:**	P/2025/0847
Date:	17/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH C3 (ANNEDD) I DDOSBARTH C4 (TŶ AMLFEDDIANNAETH) / CHANGE OF USE OF BUILDING FROM CLASS C3 (DWELLING) TO CLASS C4 (HOUSE IN MULTIPLE OCCUPATION)

LOCATION: 18 THE BEECHES, WREXHAM, LL12 7BL

I refer to your consultation / email dated 20/01/2026 in respect of the above.

General

The proposed development comprises the change of use of an existing 3 bedroom dwelling (Class C3 Use) to a HMO with 5 bedrooms.

Access

The proposed development site is located on The Beeches which is an unclassified, residential road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge in accordance with Manual for Streets.

Visibility from the existing access is approximately 2.4 x 2m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing gates posts, fence and hedgerow fronting the site. The required splays would also require sightlines which cut across 3rd party land (both sides).

The existing access is approximately 3.8m wide and served by a 4.5m wide dropped kerb. The access is gated at 0.5m behind the edge of carriageway.

The overall frontage of the site is approximately 8.4m wide. There would appear to be potential to widen the existing access and provide parking for up to 3 vehicles.

Parking Provision

It is understood that the existing property is 3 bedroomed and the proposed HMO will be 5 bedroomed. The LHA understand that it is proposed to retain 2 parking spaces as existing.

Based on LPGN 16 requirements the existing dwelling would require a maximum of 3 parking spaces equating to a maximum shortfall of 1 parking space. Based on LPGN 16 requirements the proposed HMO (5 bedrooms) would require a maximum of 4 parking spaces equating to a maximum shortfall of 2 parking spaces.

LPGN 16 are maximum requirements whereby reduced parking provision can be considered in more sustainable locations. The site is located in a relatively sustainable location on the outskirts of Wrexham City Centre. It is only likely to take around 15 minutes to walk into the city centre from the property. It is considered that the accommodation is likely to appeal to those people who do not own a car.

However, to overcome any concerns on exacerbating any additional on-street parking, the LHA recommend that the existing driveway is widened for the full extent of the site frontage (ie/ remove hedgerow and front lawn) and provides off-street parking for 3 cars. This will require the applicant to apply for s.184 / 171 consent to carry out the works.

The LHA recommend that nothing is planted or erected for a minimum distance of 2.4m behind the edge of carriageway to maximise visibility from the site frontage (Note: There are a number of properties along this section of road that have similar access / parking arrangements).

The provision of 3 spaces for the proposed HMO would provide the property with a similar proportion of parking provision as the existing dwelling (ie/ both would have maximum shortfall of 1 space) which would be considered acceptable in this instance.

The above parking area will need to be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected across the access.

An Aco drain or similar will be required to intercept any private surface water run-off where the access falls towards the highway.

The LHA recommend the applicant submits a suitably scaled plan indicating the above detail.

Cycle Parking / Storage

In terms of cycle parking, the WCBC Active Travel Section have commented as follows:-

To ensure that the cycle parking is suitable please can the applicant provide a detailed plan outlining the overall dimensions of the storage, how they propose to lay out the cycle parking and the style proposed (Sheffield stands preferred) as well as the dimensions of the access points –eg. the alleyway to access the storage or access road and width of any gates. In as much as is it is possible, there should be every effort made to ensure an adapted cycle or cargo bike could access the space.

It is recommended that the applicant consider sections 14.8.15-17 and 14.8.21 of the Welsh Government Active Travel statutory guidance and FC_WfW-Inclusive-Guide_FINAL_V03.pdf for advice specifically on inclusive cycle parking.

Waste / Recycling

The WCBC Waste /Recycling Section have advised that adequate space is available at the property for suitable waste / recycling bins

Conclusion

In conclusion, the LHA have no objections in principle to the proposed development but request further details as follows:-

- **Parking Provision / Access**

  To overcome any concerns on exacerbating any additional on-street parking, the LHA recommend that the existing driveway is widened for the full extent of the site frontage (ie/ remove hedgerow and front lawn) and provides off-street parking for 3 cars. This will require the applicant to apply for s.184 / 171 consent to carry out the works.

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KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184/171 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.