Highways Justification Statement

Policy T8

'Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:

a) the availability of public transport nearby,

b) proximity to public car parking,

c) proximity to local services and facilities,

d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site'

The highlighted policy extract identifies issues of safety from on street parking.

'The Housing In Multiple Occupation: Review and Evidence Gathering report published by the Welsh Government in 20152 acknowledged that large concentrations of HMO can result in problems, including; l Damage to social cohesion, with higher levels of transient residents and fewer long term households and established families; l Greater difficulties for owner occupiers and first time buyers because of competition from landlords and a reduction in the number of family homes; l Increases in noise, crime and anti-social behavior; and l Increase pressure for parking.'

Ref : 5. Houses in Multiple Occupation planning guidance Wrexham County Council.

This and other council guidance clearly identifies HMO's result in an **increased** parking demand and traffic movements.

The submitted details show how safety is improved with increase visibility from the junction and how by providing a change of use into two dwellings the area of on-street parking will be reduced significantly.

In addition to the above, Wrexham County Borough Council's adopted guidance (LPG5: Houses in Multiple Occupation) and the Welsh Government's HMO Review and Evidence Gathering Report (2015) both confirm that HMOs represent a materially higher-intensity residential use than standard C3 dwellinghouses. HMOs typically accommodate multiple unrelated adults, resulting in significantly higher car ownership, greater parking turnover, and increased traffic movements. These impacts are recognised in Wrexham's policy framework as contributing to parking stress, highway

safety concerns, and amenity harm, all of which are materially reduced when HMO use is removed.

By contrast, the proposed conversion to two 2-bed semi-detached C3 dwellings aligns with the adopted parking standards in LPG16 and the national CSS Wales Parking Standards, which set a requirement of one parking space per 2-bed dwelling. This represents a clear and measurable reduction in parking demand compared with the existing four HMO units. The shift from four high-intensity HMO households to two low-intensity C3 households therefore reduces vehicle numbers, reduces on-street parking pressure, and improves junction visibility and overall highway safety, fully supporting compliance with Policy T8 (Parking) and Policy GDP1 (Amenity & Access).

It is accepted that the 2.4m x 4.8m parking spaces will encroach onto the highway marginally but this is a vast improvement to that of the existing on street parking that obstructs visibility and restricts passing place for two vehicles on this stretch of road.

Fred Carter MCIAT

27/7 2026