

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY
2nd DECEMBER 2019

APPLICATION NO:
P/2019 /0795

LOCATION:
2 OXFORD STREET WREXHAM
LL13 8HA

DATE RECEIVED:
21/10/2019

COMMUNITY:
Caia Park

DESCRIPTION:
CHANGE OF USE OF EXISTING 3
BED DWELLING INTO 5 BED
(SINGLE OCCUPANCY) HOUSE IN
MULTIPLE OCCUPATION (HMO)

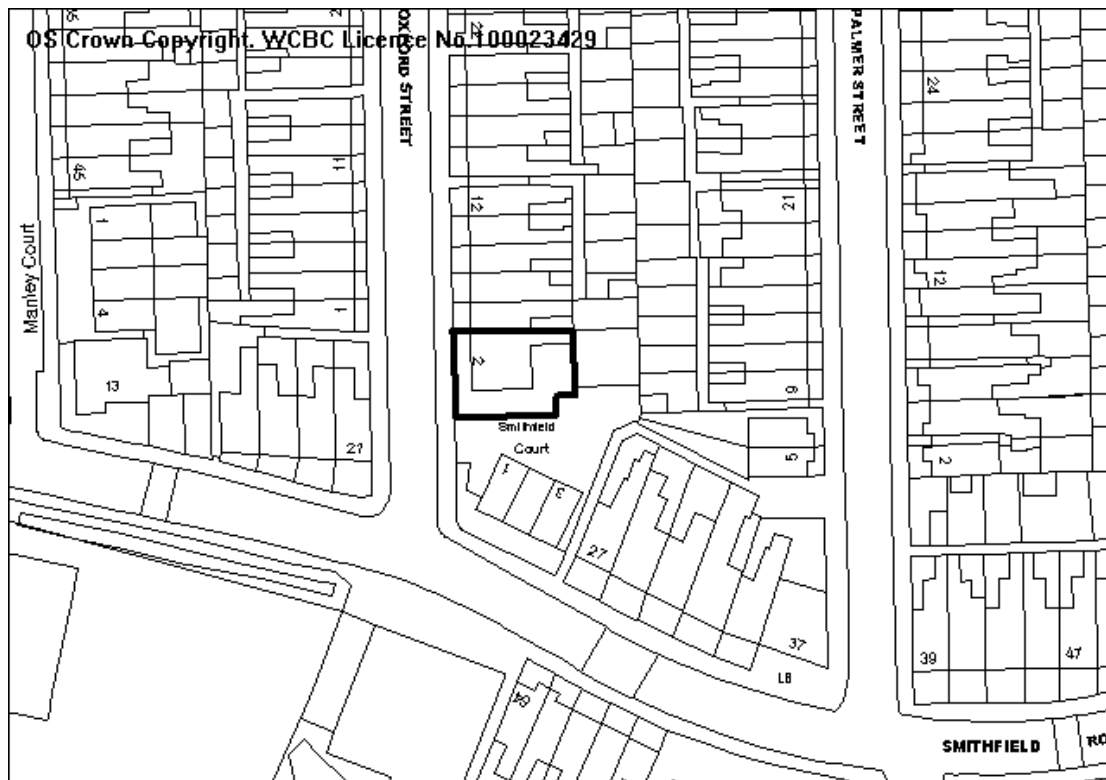
CASE OFFICER:
PF

WARD:
Smithfield

APPLICANT(S) NAME:
MRS SARAH O CONNELL JONES

AGENT NAME:
HDS ARCHITECTURAL
SERVICES
MR CARL HUGHES

THE SITE



PROPOSAL

Planning permission is sought for the change of use of the dwelling from a C3 use to a 5 bed single occupancy house in multiple occupation within use class C4.

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HISTORY

None.

PLANNING POLICY

The site is located inside the Wrexham town settlement limit. Policies PS2, GDP1, H4 and T8 of the Wrexham Unitary Development Plan are applicable. Guidance is also contained in Local Planning Guidance Note 5 – Houses in Multiple Occupation and 16 – Parking Standards.

CONSULTATIONS

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|-------------------------|--|
| Community Council: | Objects – there are severe parking issues currently experienced on Oxford Street and this proposal will only exacerbate the problem. |
| Local Member: | Does not support the application. This is an area where complaints are received regarding parking. |
| Site notice: | Expired 19.11.2019 |
| Highways: | Recommends refusal for the following reasons: <ul style="list-style-type: none">• Oxford Street suffers with significant on-street parking with no off street parking provision;• Currently 3 spaces are required but the proposal would require 4 spaces in accordance with max standards in LPG16; and• The proposal considered likely to result in an increased parking demand at the property and Oxford Street would be unable to support the proposed development. |
| Public Protection: | No comments. |
| Neighbouring occupiers: | 11 neighbouring occupiers notified. One representation received raising the following points: <ul style="list-style-type: none">• No provision has been considered for car parking other than parking on the already congested street;• Emergency service access will be hampered by vehicles parked on the corners;• The overall quality of the street would be lowered by a HMO. |

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One response received from the Smithfield Tenants and Residence Association raising the following points:

- There is a lack of parking and ongoing problems residents finding spaces.

SPECIAL CONSIDERATIONS

Policy: Policy H4 allows for the subdivision of dwellings where:

- a) sub-division is possible without major alterations, extensions, or additional new buildings which would significantly alter the character of the original dwelling; and
- b) proposals accord with Policy GDP1;
- c) adequate private open space is available; and
- d) the proposal would not result in the over-concentration of Houses in Multiple Occupation to the detriment of crime levels, the social fabric of the area, and the amenity of existing residents.

Dealing with each of the above in turn:

a) Extent of extensions/alterations

No extensions or external alterations are proposed.

b) Compliance with policy GDP1

I will deal with issues of amenity and parking separately;

c) Private open space

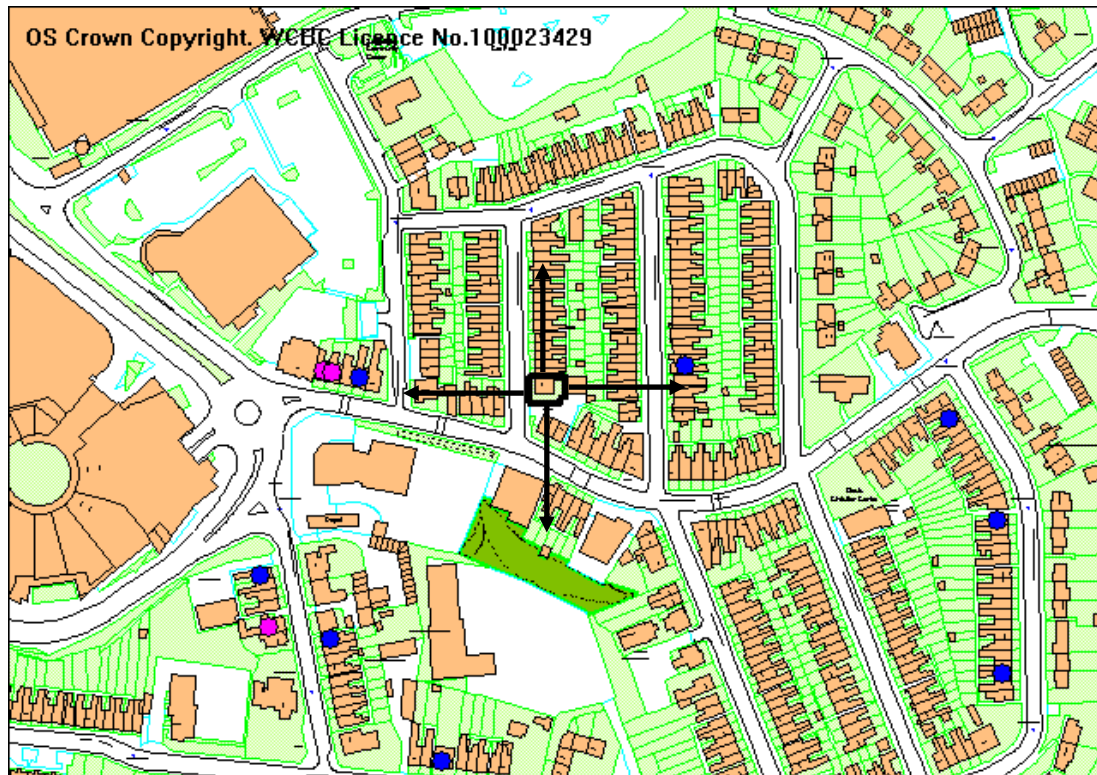
Houses in Multiple Occupation should have a large enough private outdoor area to provide external drying areas, cycle parking, bin storage and to provide for the amenity of the occupiers the property. The facilities should be secure and made available for use by all residents. The building benefits from a yard area which can accommodate those requirements and the applicant has made provision for bin and cycle storage area. I am satisfied that the proposal accords with this element of the policy.

d) Concentration of HMO properties

LPGN 5 advises that the Council will seek to ensure that proposals for new HMOs do not result in the number of HMOs exceeding 10% within a 50m radius of the boundaries of the application site. It goes on to advise that where the concentrations do exceed this, planning permission will not normally be granted unless there are relevant material planning considerations to justify doing so.

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There is one other HMO property located within a 50m radius of the application site. Were this planning application approved it would result in a HMO concentration of 2%, well below the 10% threshold quoted in LPG5. I am satisfied therefore that this proposal would not result in an overconcentration of HMOs in the immediate locality and will not impact. For the benefit of Members, a map of the application site showing the existing neighbouring HMO licensed properties and the 50m radius is show below.



Location of nearby HMO licenced properties and 50m radius extent

Parking: LPGN 16 advises that the maximum parking spaces required for a HMO with 5 bedrooms is 4 spaces. The existing plans for the property indicate that there are 3 bedrooms within the property which would require a maximum of 3 spaces in its current C3 dwelling house guise.

The property benefits from no off street parking spaces and the same applies to the other properties in the vicinity. The main issue to consider is whether the change of use will result in detriment to highway safety because of a potential increase in vehicles parked at the site.

The proposal will result in a slight increase in maximum parking provision as defined in LPG16. The potential for car ownership at a site depends very much upon the locational convenience of the HMO. In this case, it is close to the town centre, and the bus and railway stations are not far away. Thus, the property would be in a suitable location for tenants who rely on walking, cycling and public transport, a situation supported by Welsh Government policy which encourages reduced reliance on the private car. The change of

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use to HMO would be likely to be no worse than neutral so far as private car use is concerned in comparison with use of the property as a family dwelling. I do not consider it would materially affect the present level of on-street parking or increase the risks to pedestrian and highway safety.

Conclusion: I am satisfied that the proposal is considered an acceptable use of the dwelling. It will not have an adverse impact upon the social fabric of the locality and will not cause a detriment to highway safety. I therefore recommend accordingly.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered OS/PD/02, OS/PD/03 and OS/PD/04, and as contained within the application documentation.
3. Prior to the first use of the development hereby permitted, cycle storage racks and a bin storage compound shall be provided in accordance with the details shown on approved plan OS/PD/04. The facilities shall be retained in good condition for the lifetime of the development.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
 2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
 3. To ensure that the visual amenity of the area is maintained and to promote sustainable forms of transport in the town centre.
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