MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0236	**Your Ref:**	P/2025/0236
Date:	16/05/2025		

TOWN AND COUNTRY PLANNING ACT 1990

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11 LORD STREET, WREXHAM, LL11 1LH

I refer to your consultation / email dated 17/05/2025 in respect of the above.

General

The proposed development comprises the conversion of an existing building to be partially converted to 1 no. self-contained bedsit on the ground floor (1 bed) and 1 no. apartment (1 bed) & 1 no. self-contained bedsit (1 bed) on the first floor. It is proposed to retain some of the commercial unit use on the ground floor (29m^2 remaining).

Access

The proposed development fronts Lord Street which forms part of the pedestrianised zone within the city centre. The site is considered to be in a highly sustainable location in close proximity to Wrexham Bus Station. Such apartments are considered more likely to attract those people who don't own a car. It would therefore be considered acceptable to support the proposed development with or without limited parking provision.

The proposed development site currently has access to a single parking space which is located within the communal car park behind the development site accessed off Egerton Street. Egerton Street which is an unclassified road (cul de sac) subject to a 20mph speed limit.

It is understood that the existing parking space is currently used to store bins. If the application is supported, it is proposed to provide bin storage and cycle parking in this location which would result in the development having no off street parking provision.

Parking Provision

In terms of parking provision, I comment as follows:-

As indicated above, he proposed development site currently has access to a single parking space which is located within the communal car park behind the development site accessed off Egerton Street.

It is understood that the existing parking space is currently used to store bins. If the application is supported, it is proposed to provide bin storage and cycle parking in this location which would result in the development having no off street parking provision. Parking along Egerton Street is typically restricted by a Traffic Regulation Order preventing waiting / parking although there are a limited number of short stay parking bays located along Egerton Street. However, given the sustainable location of the site it would be considered acceptable to support the proposed development with or without limited parking provision.

Cycle Parking / Storage

Comments from Active Travel Section as follows:-

Happy with the number of racks.

Access to the current parking space and how it will be secured is not clear. The plans note that the drawings are for the bin stores but the comments on the drawings note that they are for bikes. Please can it be clarified whether there are 2 stores (1 each for bins and cycles) or only 1 as noted in the plan? If there is not a second storage facility, what security will there be for the cycles? The cycle storage will need to be secure and covered.

Please can further dimensions be provided for the following:

- *Access alongside the bin store to reach the cycle racks*
- *Space between the cycle racks*

Access to them and at least one cycle space should be large enough for a cargo cycle to be stored

Based on the above, the LHA recommend the applicant provides a revised layout plan indicating / addressing the above details.

Waste / Recycling Collection

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

Comments received from Waste Section :-

Ideally the crews would reverse (in a 11.2m long vehicle) to the rear of the building and collect the bins from there.

The three dwellings would need space for:

- *3 x 240l general waste bins*
- *3 x 40l black box for glass*

- *3 x 55l green box for plastics and cans*
- *3 x blue sacks for paper and card*
- *3 x 23l food caddies*

Plus additional space for commercial waste bins – this would be what the tenant needed depending on their organisation requirements (space for a 1100l and a 660l has currently been allocated).

Consequently, the bin store needs to be larger. This will ensure it can easily store the above receptacles for three individual dwellings plus the commercial premise.
Space needs to be added for:

- *240l waste bin for the third residential dwelling*
- *Individual recycling containers for all 3 dwellings (e.g. boxes, caddies and sacks)*
- *240l bin for plastic, cans and cartons*
- *240l bin for food waste*
- *240l bin for glass*

This will also future-proof for when additional recyclable materials are added to collections.

Based on the above, the LHA recommend the applicant provides a revised layout plan indicating how the site will accommodate the above waste / recycling requirements.

Conclusion

The Local Highway Authority (LHA) would have no objections in principle to the proposed development but request that further details are provided as follows:-

- Cycle Parking / Storage

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On behalf of Chief Officer, Environment & Technical