

# MEMORANDUM



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|-----------------|----------------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Economy & Planning |
|                 |                                        | <b>FAO::</b>     | Jenni Perkins                    |
| <b>Our Ref:</b> | ET/DC/MZ/P/2024/0189                   | <b>Your Ref:</b> | P/2024/0189                      |
| <b>Date:</b>    | 08/05/2024                             |                  |                                  |

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## TOWN AND COUNTRY PLANNING ACT 1990

### TROSI UNED FASNACHOL YN 1 RHANDY AC ESTYNIAD LLAWR CYNTAF I GREU 2 UNED BRESWYL YCHWANEGOL A CHYFLEUSTER STORIO / CONVERSION OF COMMERCIAL UNIT TO 1 NO APARTMENT AND FIRST FLOOR EXTENSION TO CREATE 2 ADDITIONAL RESIDENTIAL UNITS AND STORAGE FACILITY

#### 24 MAES ISAF JOHNSTOWN WREXHAM

Grid Ref: E 330426.86 N 346342.12

I refer to your consultation / email dated 25/03/24 in respect of the above.

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective.

Can the applicant be requested to submit the following:

- Clarification over the proposed floorspaces to be assigned to each of the proposed commercial units, including the proposed storage space at first floor level. The application form states the existing floorspace as 153 sq and that the proposals result in a reduction of floorspace down to 93.2 sq m but doesn't appear to address the storage space.
- Further detail in relation to cycle parking to accord with the minimum cycle parking standards set out in LPGN 16. There should be the provision of long stay secure cycle parking for residential and short stay parking for visitors to the commercial units. The Councils standards set out requirements of 1 cycle parking space per 150 sq m of commercial floorspace and 2 cycle parking spaces per flat, provided in a safe and secure communal arrangement.
- The car parking requirements for the development, the car parking standards set out in LPGN 16 state that the provision of two car parking spaces should be made per two bedroom flat, in addition to car parking required for the remaining commercial floorspace.
- The proposed rear car parking area is proposed to house three car parking spaces but concern remains that there is insufficient turning space to allow a large car to access and egress in forward gear.
- The existing access to the rear car park is just 3.5m wide and therefore is not wide enough to support simultaneous access and egress, the rear of the building itself impedes visibility from the access and does not provide forward visibility or a passing place.
- The site is located on a 20mph stretch of highway and therefore the vehicular visibility requirements from the site access are 2.4m x 25m, the existing boundary fence to the

neighbouring property at No 28 restricts the visibility to the north and the LHA is concerned that an intensification of this access would not be recommended on highway safety grounds.

At the present time there is insufficient information to undertake a full assessment of the proposals. It is considered that there are highways issues that would need to be fully addressed as part of the proposals.

A handwritten signature in black ink, appearing to be 'J. J. J.', written in a cursive style.

Chief Officer, Environment & Technical