MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0490	**Your Ref:**	P/2025/0490
Date:	30/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADDASU'R CAPEL I 2 FFLAT 3 YSTAFELL WELY, A 2 FFLAT 1 YSTAFELL WELY GYDA PHARCIO CYSYLLTIEDIG / CONVERSION OF CHAPEL TO 2 NO 3 BEDROOM FLATS AND 2 NO 1 BEDROOM FLATS WITH ASSOCIATED PARKING

LOCATION: JERUSALEM METHODIST CHAPEL, HIGH STREET, JOHNSTOWN, WREXHAM, LL14 2SH

I refer to your consultation / email dated 29/08/2025 in respect of the above.

Access

The proposed development site is located on the junction of Park Street (unclassified road) and High Street (classified road) which are both subject to a 20mph speed limit.

There is an existing gated access at the site located off Park Street. This access is served by a 2.1m wide dropped kerb which is considered inadequate. The access seems to have been widened at some point but the dropped kerb width still remains inadequate. **The LHA would not consider the existing access to constitute a standard / compliant vehicular access.**

The LHA would typically recommend a shared access width for such a development of at least 4.8m which does not appear achievable in this instance. It would therefore be difficult to support a development of this nature at this site.

Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility from the proposed access serving the development site is inadequate providing splays of approximately 2.4 x 5m in both directions measured to the nearside edge. Visibility is impeded in the easterly direction by the existing boundary wall and vegetation. Visibility is limited in the westerly direction by the existing brick pillar and the required splay would also need to cut across 3rd party land.

No details of the proposed / required splays have been provided. **The LHA recommend that the applicant provides a suitably scaled plan indicating the full extent of the required splays in both directions.**

The proposed access is 2.9m wide with and is gated directly behind the back of footway. The access is part hard paved / part loose bound. It is assumed that the original gated access was most likely a pedestrian access to the site (not vehicular) given the narrow dropped kerb and limited space alongside and behind the property for maneuvering of vehicles.

It would appear difficult to construct a suitable access onto Park Street to serve such a development given the proximity of the junction with High Street, the limited space around the dwelling and lack of adequate visibility from the site frontage.

Parking & Turning Provision

Based on LPGN 16 requirements, the proposed development would require a maximum of 9 parking spaces/ LPGN 16 require a minimum 10% of these spaces to be provided to mobility standards.

The submitted layout plan (Drg. no. P47/3) indicates the provision of 4 standard parking spaces. None of the proposed spaces are indicated as mobility standard spaces. The proposed parking provision is considered inadequate.

Park Street already appears to have on street parking issues given that a number of the terraced properties have no off road parking provision. This results in a significant number of vehicles having to park on the highway.

Active Travel - Cycle Parking / Storage

No details of the proposed cycle parking / shelter / storage have been provided. **The LHA recommend that the applicant liaises with our Active Travel Section (contact: Gwen Thomas- email: gwen.thomas@wrexham.gov.uk) for advice and indicates appropriate detail / provision on a suitably scaled plan (with annotated dimensions).**

In terms of turning provision, the area around the property is very restricted and access, parking & turning appears awkward. No details of how a standard car (5m length) will access the site alongside the building and park, turn and maneuver out alongside the building have been provided. **The LHA recommend that the applicant provides appropriate swept path details indicating this detail.**

Given the restricted parking & turning space around the property, it is considered likely that occupants of the apartments are more likely to try and park on the adjoining highway for convenience which is far from ideal.

Refuse Collection / Recycling

Insufficient detail has been provided in respect of waste / recycling storage. **The LHA recommend that the applicant liaises with our Waste / Recycling Section (contact: Gabrielle Povey - email: gabrielle.povey@wrexham.gov.uk) for advice and indicates appropriate detail / provision on a suitably scaled plan (with annotated dimensions).**

Construction Traffic Management Plan (CTMP)

If an application for development is supported at the site, the LHA recommend any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Conclusion

In conclusion, given the issues raised above, it would difficult for the LHA to support the proposed development.

The LHA request the following additional information:-

- **Visibility Splays**

  The LHA recommend that the applicant provides a suitably scaled plan indicating the full extent of the required splays in both directions.

- **Parking / Turning Provision**

  In terms of turning provision, the area around the property is very restricted and access, parking & turning appears awkward. No details of how a standard car (5m length) will access the site alongside the building and park, turn and maneuver out alongside the building have been provided. **The LHA recommend that the applicant provides appropriate swept path details indicating this detail.**

- Active Travel - Cycle Parking / Storage

  No details of the proposed cycle parking / shelter / storage have been provided. **The LHA recommend that the applicant liaises with our Active Travel Section (contact: Gwen Thomas- email: gwen.thomas@wrexham.gov.uk) for advice and indicates appropriate detail / provision on a suitably scaled plan (with annotated dimensions).**

- **Refuse Collection / Recycling**

  Insufficient detail has been provided in respect of waste / recycling storage. **The LHA recommend that the applicant liaises with our Waste / Recycling Section (contact: Gabrielle Povey - email: gabrielle.povey@wrexham.gov.uk) for advice and indicates appropriate detail / provision on a suitably scaled plan (with annotated dimensions).**



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 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.