

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/MZ/P/2024/0251	Your Ref:	P/2024/0251
Date:	05/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID SIOP A SWYDDFA YN 4 RHANDY 1 YSTAFELL WELY AC YN 1 RHANDY 2 YSTAFELL WELY / CONVERSION OF SHOP AND OFFICE TO 4 NO. 1 BEDROOM APARTMENTS AND 1 NO. 2 BEDROOM APARTMENT

6-8 EGERTON STREET WREXHAM, LL11 1LW

Grid Ref: E 333344.45 N 350423.12

I refer to your consultation / email dated 22/04/2024 in respect of the above.

It is the LHA's understanding that the proposals are for amendments to the floorspace at the first and second floor level. The building is currently used as a café and chip shop at ground floor level which will be retained. The first floor is currently a vacant shop unit with a one bedroom flat and the second floor is currently a vacant A2 finance office. The proposals would result in the loss of 198 sqm of floorspace on each floor.

To meet the Car parking standards set out for the Local Planning Guidance Note No 16, the existing uses would need to provide 10 car parking spaces for the A2 use and 13 car parking spaces for the retail use, a total of 23 car parking spaces. It is unclear if the 198 sq m for the retail use includes the existing flat or if this is associated with the retail use. If it isn't, it would require an additional 1.5 car parking spaces.

The proposals look to create 2 no 2 bedroom flats at the first floor level and 3 number 1 bedroom flats at the second floor level. To meet the Car parking standards set out within Local Planning Guidance Note No 16 the provision of 1.5 car parking spaces should be provided for the 1 bedroom units and 2 car parking spaces per 2 bedroom unit, and therefore a total requirement of 8.5 car parking spaces. It is noted on the application form that it states that vehicle parking is provided, however no details or plans have been supplied. However, on car parking grounds it is considered that the proposals require less car parking than the existing arrangements, should the former uses be brought back into use, therefore on this basis an objection on highways grounds is unlikely to stand up on any ensuing planning appeal.

The provision of 2 secure cycle parking spaces is required for each flat, and it is noted that these are shown within the proposed ground floor layout plans.

Therefore, the proposals are acceptable on highways grounds.

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Chief Officer, Environment & Technical