MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/AC/P/2026/0113	**Your Ref:**	P/2026/0113
Date:	08/06/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DEMOLITION OF THE EXISTING SINGLE STOREY EXTENSION AND ERECTION OF TWO STOREY REAR EXTENSION, ERECTION OF GLAZED ATRIUM AND INSTALLATION OF LIFT, REPLACEMENT FLAT ROOF COVERINGS AND DOMED ROOFLIGHTS, INSTALLATION OF PV SOLAR PANELS AND AN AIR SOURCE HEAT PUMP AND CONVERSION OF EXISTING CAR PARK TO COURTYARD / DYMCHWEL YR ESTYNIAD UNLLAWR PRESENNOL A CHODI ESTYNIAD CEFN DEULAWR, CODI ATRIWM GWYDROG A GOSOD LIFT, AMNEWID GORCHUDDION TO GWASTAD A GOLEUADAU TO CROMENOG, GOSOD PANELI SOLAR PV A PHWMP GWRES FFYNHONNELL AER A THROSIO'R MAES PARCIO PRESENNOL YN IARD

LOCATION: 21 EGERTON STREET, WREXHAM, LL11 1ND

Proposed Development
The proposals comprise the refurbishment of the existing building, including internal reconfiguration, together with the demolition of the existing single-storey rear extension and the construction of a new two-storey extension.

The development would result in an increase in gross internal floor area, with a net uplift of approximately 174m². The site would remain in community and office use, with no material change of use proposed.

The proposals include the removal of the existing rear car park accessed from Trinity Street. This area is to be redeveloped as a pedestrianised courtyard incorporating landscaping and cycle parking provision.

No new vehicular access is proposed. The existing access from Trinity Street associated with the car park would be removed.

Removal of Access on Trinity Street
The removal of the existing vehicular access from Trinity Street will eliminate vehicle movements associated with the rear car park, including manoeuvring in close proximity to the bus station access. This is considered likely to reduce the potential for vehicle conflict in this location and represents a minor improvement in highway safety.

Parking Provision
The proposals would result in the loss of all on-site car parking provision (8 spaces), with no replacement parking provided. This represents a change from the existing arrangement.

The site is located within Wrexham City Centre, immediately adjacent to the bus station and within walking distance of both Wrexham General and Wrexham Central railway stations. It therefore benefits from a high level of accessibility by sustainable transport modes.

On-street parking is available along Egerton Street, and a number of public car parks are located within the wider city centre which are capable of accommodating parking demand associated with the site. For example Lord Street Blue Badge Car Park and the Guildhall Car Park. In addition, existing Traffic Regulation Orders (TRO's) on the surrounding highway network are in place to manage parking and reduce the likelihood of inappropriate on-street parking occurring.

In this context, the level of parking provision has been considered in accordance with Local Planning Guidance Note 16: Parking Standards. The guidance advises that parking provision should reflect the accessibility of a site and the availability of alternative transport options, and that reduced levels of on-site parking may be appropriate in highly accessible locations. The guidance also recognises that reducing on-site parking in such locations can support more efficient use of land and enable alternative uses of space, including improvements to layout and environmental quality.

Having regard to the above, the removal of the existing on-site car park is considered to be consistent with LPG16 and acceptable in highway terms, given the accessibility of the site and the availability of alternative parking provision in the surrounding area.

Cycle parking is proposed within the site and is considered appropriate, supporting sustainable travel in the absence of on-site car parking.

Trip Generation
No formal trip generation assessment has been submitted in support of the application. However, it is considered that whilst the proposed increase in floorspace (approximately 174m²) may give rise to a modest increase in activity, the nature of the use, which remains as a community and office facility, is not typically associated with significant peaks in vehicular trip generation.

On this basis, the scale of development is not considered likely to result in a material increase in vehicular movements, and there is not expected to be a significant impact on the operation of the local highway network.

Conclusion
Having regard to the submitted information, the Local Highway Authority considers that the proposed development is acceptable in highway terms.

Whilst the proposals include an increase in floorspace and the removal of on-site parking, these matters are considered acceptable in the context of the site's central location, its accessibility by public transport, the availability of alternative parking provision within the surrounding area, and the nature of the ongoing use.

The Local Highway Authority therefore raises no objection to the application.

KWEdwards

Contracts & Engineering Manager
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.