MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/DB/P/2024/1123	**Your Ref:**	P/2024/1123
Date:	23/09/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD O ADEILAD AC ANECS O DDOSBARTH C3 (ANNEDD) I DDOSBARTH C2 (SEFYDLIAD PRESWYL) / CHANGE OF USE OF BUILDING AND ANNEXE FROM CLASS C3 (DWELLING) TO CLASS C2 (RESIDENTIAL INSTITUTION)
LOCATION: CHANTICLEERS, STRYT MAELOR, BWLCHGWYN, WREXHAM, LL11 5YA

I refer to your consultation / email dated 9th July 2024 in respect of the above.

This proposal involves the conversion of an existing residential property to create supported accommodation for social care citizens with housing and support needs aged 16 plus. There is a maximum number of 5 bedrooms for 5 residents and 2 staff members.

The potential traffic flows from either the existing 4 bedroomed house or the proposed use are not dissimilar.

Access

Stryt Maelor is a narrow lane and outside the site has a gradient and bend approaching a junction with the A525. Consequently it is reasonable to assume that neither motor vehicles nor cyclists will be travelling at speeds close to the speed limit in this location. Visibility looking in a South Easterly direction from the proposed entrance may benefit from removal of the existing gatepost and perimeter wall. However, given the fact it is an existing entrance with negligible potential difference in traffic flow, it would be unreasonable to request this.

Given the location, and very low frequency of pedestrians using the access it would also be unreasonable to insist on a separate pedestrian access.

Parking

The car parking standards set out in LPG No 16 for C2 use state that 1 car parking space should be provided per two bed spaces. On this basis 3 car parking spaces should be provided overall, the proposals include 4 car parking spaces and it is considered there is a considerably sized area of hardstanding that could accommodate any potential overflow parking demand for visitors.

LPG No 16 Also states that 1 cycle parking space should be provided for the development, and therefore a condition is requested to ensure this is provided in a secure, lockable, covered position.

Conclusion

There are no objections on highways grounds to the proposals subject to a condition for the provision of cycle parking.

HW23 020R **PROVISION OF CYCLE PARKING FACILITIES**

Prior to first use of the development on-site bicycle parking facilities shall be provided in strict accordance with a scheme that shall have first been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of bicycles.

The LHA would suggest an improvement in the visibility splay looking south east when exiting is worth considering by the applicant through the removal of the gate post and small stub wall linked to the corner of the building. However, in view of the proposed development trips being similar to the existing, it is not felt that the provision of this should be enforced. However, should the applicant see merit in this, the applicant is requested to coordinate with the highways roadworks team when carrying out any works in or adjacent to the highway at the entrance, as noted in the highways guidance notes included in the appendix below.



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.