MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/1363	**Your Ref:**	P/2024/1363
Date:	30/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TROSI SALON HARDDWCH I 6 FFLAT / CONVERSION OF BEAUTY SALON TO 6 APARTMENTS

LOCATION: 17, Egerton Street, Wrexham, LL13 1NB

I refer to your consultation / email dated 12/09/2024 in respect of the above.

General

The proposed development comprises the conversion of a beauty salon occupying ground and first floors to 6 no 1 bedroom apartments.

Access

The proposed development site is located on Egerton Street which is an unclassified road (cul de sac) subject to a 20mph speed limit.

It is understood that the proposed development has the use of 3 existing parking spaces in the communal car park located directly next to the existing building which accesses onto Egerton Street. The existing spaces are also utilised by the neighboring businesses. The proposed development is intending to use one of the existing spaces to provide a Sheffield bike stand for 6 cycles.

Parking & Turning Provision

In terms of parking provision, I comment as follows:-

Parking along Egerton Street is typically restricted by a Traffic Regulation Order preventing waiting / parking although there are a limited number of short stay parking bays located along Egerton Street.

LPGN 16 would normally require the existing salon (assumed Class A1 Use – 180m^2 gfa) to provide a maximum of 12 spaces. In comparison, LPGN 16 would normally require the proposed 6no. one bedroom apartments (Class C3 Use) to provide a maximum of 9 spaces. In theory, the proposed salon would have an increased parking demand compared with the proposed apartments.

It is understood that the proposed development has the use of 3 existing parking spaces in the communal car park located directly next to the existing building which accesses onto Egerton Street. The existing spaces are utilised by the neighboring businesses. The proposed development is intending to use one of the existing spaces to provide a Sheffield bike stand for 6 cycles.

However, a plan indicating the location of the proposed parking spaces and overall car park including specific details of the proposed cycle parking spaces / shelter has not been provided. **The Local Highway Authority (LHA) would recommend that this detail is provided by the applicant.**

Cycle Parking / Storage

The LHA recommend that a more detailed plan is provided indicating the specific proposed cycle parking / storage provision which will need to comply with LPGN 16 / Active Travel Guidance.

In theory, the proposed salon would have an increased parking demand compared with the proposed apartments. However, the site is located in Wrexham Town Centre and is considered to be in a highly sustainable location in close proximity to Wrexham Bus Station. Such apartments are considered more likely to attract those people who don't own a car. It may therefore be considered acceptable to support the proposed development with or without the proposed limited parking provision.

Waste / Recycling Collection

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

Further details in relation to waste / recycling storage bins at the site will need to be provided.**The Local Planning authority (LHA) request a suitably scaled plan indicating a suitable communal collection point just inside the development site and the detail of all proposed waste / recycling storage bins for the development.**

Conclusion

The Local Highway Authority (LHA) would have no objections in principle to the proposed development but request that further details are provided as follows:-

- **Detailed scaled layout plan of existing / proposed car parking arrangements (with annotated dimensions).**

- **Detailed scaled plan indicating the specific proposed cycle parking / storage / shelter provision which will need to comply with LPGN 16 / Active Travel Guidance.**

- **Details indicating a suitable communal collection point just inside the proposed development site and the detail of all proposed waste / recycling storage bins for the development.**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.



On behalf of Chief Officer, Environment & Technical