MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2024/1416	**Your Ref:**	P/2024/1416
Date:	30/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD LLAWR CYNTAF ADEILAD O DDOSBARTH A3 (BWYD A DIOD) I DDOSBARTH C4 (TAI AMLFEDDIANNAETH) / CHANGE OF USE OF FIRST FLOOR OF BUILDING FROM CLASS A3 (FOOD AND DRINK) TO CLASS C4 (HMO)
LOCATION: 1-3 IMPERIAL BUILDINGS, KING STREET, WREXHAM, LL11 1HE

I refer to your consultation / email dated 25/09/2024 in respect of the above.

General

The proposed development comprises the change of use of a first floor building with existing Class A3 - Food & Drink use to a Class C4 HMO use to accommodate up to 6 persons / 4 no. bedrooms.

Access

The proposed development site is located on King Street which is an unclassified road / one way street subject to a 20mph speed limit.

Parking & Turning Provision

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

Parking along King Street is generally restricted by double yellow lines although there are a limited number of short stay parking bays located along King Street. There is a taxi rank fronting nos. 25 – 30 King Street. Llwyn Isaf car park is located in close proximity to the development site and Wrexham bus station is also located a short distance away from the development site along King Street.

LPGN 16 would normally require the existing Class A3 use (First Floor - 71m^2 gfa) to provide a maximum of 1 space per 4m^2 public floor space. However, the applicant has not provided this information (ie/ public floor space).

In comparison, LPGN 16 would normally require the proposed 4no. one bedroom apartments (Class C3 Use) to provide a maximum of 4 spaces.

It is understood that there is no off street parking provision provided with the development.

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 accommodation is considered more likely to attract those people who don't own a car. It may therefore be considered acceptable to support the proposed development without any parking provision.

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.

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:-

- **Net public floor space of first floor Class A3 use.**
- **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