MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/DB/P/2024/1473	**Your Ref:**	P/2024/1473
Date:	18/11/24		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH A2 (SWYDDFEYDD) I DDOSBARTH D1 (DEINTYDD) / CHANGE OF USE OF BUILDING FROM CLASS A2 (OFFICES) TO CLASS D1 (DENTIST)
LOCATION: 30, CHESTER STREET, WREXHAM, LL13 8TJ

I refer to your consultation / email dated 25/10/2024 in respect of the above.

This change of use, as described above, retains the existing 8nr car parking spaces, and is a city centre location close to good car park facilities opposite. The City Centre bus station is within 300m walk approximately, and Yale bus stop 150m away.

The vehicle access to and from the spaces to the rear is also as existing. There are adequate bilingual road markings in place to keep the entrance clear. We presume private arrangements will be made for refuse collection including medical waste.

We request that the applicant updates their proposed site plan to provide for lockable cycle provision in accordance with LPGN16, and confirm if changing facilities will be available. This equates to 1 cycle space per 250m2 gross floor space, resulting in only space being required for this change of use.

Subject to receipt of an amended plan with the Active Travel/cycle provision, we have no further comment to make and support this application from a highways perspective.

On behalf of Chief Officer, Environment & Technical

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.