MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1489	**Your Ref:**	P/2024/1489
Date:	17/12/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH A1 (SWYDDFEYDD) I DEFNYDD CYMYSG DDOSBARTH DDOSBARTH B1 (SWYDDFEYDD) A SUI GENERIS (TŶ AMLFEDDIANNAETH) / CHANGE OF USE OF BUILDING FROM CLASS A1 (OFFICES) TO MIXED USE CLASS B1 (OFFICES) AND SUI GENERIS (HOUSE IN MULTIPLE OCCUPATION)

LOCATION: 61 KING STREET, WREXHAM, LL11 1HR

I refer to your consultation / email dated 08/11/2024 in respect of the above.

General

The title of the application would appear to differ from the existing / proposed class A2 Use indicated in the application form and Design & Access Statement. The Local Highway Authority (LHA) have therefore assumed the application comprises the change of use of existing Class A2 Offices to mixed use of 1 no. Class A2 Office and a HMO with 6 bedrooms (10 occupants). This is consistent with the previous application submitted at this site ie/ ref: P/2024/0148.

Access

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

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 opposite the development site along King Street.

There is an existing shared access off Rhosddu Road (20mph speed limit) serving the development site which provides access to limited parking provision for a number of existing businesses which front onto King Street. The existing access is approximately 4.7m wide at 5.2m behind the adjoining carriageway then reduces to approximately 2.5m wide at 8m behind the adjoining carriageway. The access cannot accommodate the simultaneous passage of 2 cars at this point.

In terms of visibility at this access, Manual for Streets would require 2.4 x 25m in both directions measured to the nearside edge of the adjoining carriageway. The existing access provides adequate visibility onto Rhosddu Road ie/ in excess of 2.4 x 25m in both directions measured to nearside edge.

Parking & Turning Provision

A limited number of parking areas are located to the rear of these buildings with 2 no. spaces being available for no. 61. It is not clear whether the applicant has permission to use what appears to be a small communal turning facility behind 51 – 53 King Street.

LPGN 16 would normally require the existing A2 use to provide a maximum of 1 car space per 20m^2 gfa equating to a maximum of 10 parking spaces (191m^2 GFA). LPGN 16 would require the proposed remaining A2 use (35m^2 GFA) to provide a maximum of 2 parking spaces. LPGN 16 would require the proposed HMO use (ie/ 6 no. bedrooms) to provide a maximum of 1 car space per bedroom up to a maximum of 4 spaces for a development of 1 – 6 bedrooms. The proposed A2 and HMO combined use would therefore require a maximum of 6 spaces.

Although the existing business only provides 2no. parking spaces, the maximum LPGN 16 parking requirements when compared with the proposed development is reduced from 10 to 6 spaces. LPGN 16 are maximum requirements whereby reduced parking provision can be considered in more sustainable locations. The site is located in Wrexham Town Centre with good access to public transport and public car parks. It is considered that the accommodation is likely to appeal to those people who do not own a car.

In terms of cycle parking, LPGN 16 requires a minimum of 1 secure cycle parking space per 2 bedrooms HMO via a safe, secure and preferably covered cycle parking area located within the curtilage of the building. This would equate to a minimum provision of 3 cycle spaces. **However, if the applicant wishes to be more proactive when it comes to Active Travel, the recommended number of cycle parking spaces for residential is 1 space per bedroom in accordance with the Active Travel Guidance.** The submitted layout plan (Drg. No. KS/PD/05) indicates the provision of 3 cycle parking spaces which would be considered acceptable.

Waste / Recycling

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.

The WCBC Waste / Recycling Section have advised that the proposed development would require the following waste / recycling provision:-

- 6 x 240 Litre Bins (General Waste)
- 6 x 55 Litre Green Boxes (Plastic & Cans)
- 6 x 40 Litre Black Boxes (Glass)
- 6 Blue Bags (Paper & Cardboard)
- 6 x 23 Litre Food Caddies (Waste Food)

The above waste / recycling bins would need to be located in a suitable location near the main access if Wrexham CB Council are to service the site. The access into the site is not suitable for a Council refuse vehicle to enter / turn.

The proposed detail of the waste / recycling provision indicated on the submitted layout plan is inadequate. **The LHA request that the above detail is indicated on a suitably scaled revised layout plan.**

The applicant may wish to consider using a private waste company to service the site who may visit the site more frequently. **This detail requires clarification.**

Conclusion

In conclusion, the LHA request further details as follows:-

- The proposed detail of the waste / recycling provision indicated on the submitted layout plan is inadequate. **The LHA request that the further details (as highlighted above) are indicated on a suitably scaled revised layout plan.**

  The applicant may wish to consider using a private waste company to service the site who may visit the site more frequently. **This detail requires clarification.**



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.