MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/DB/P/2024/1585	**Your Ref:**	P/2024/1585
Date:	03/02/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD O DAFARN FLAENOROL I DŶ SENGL A SALON TRIN CŴN, GAN GYNNWYS YR HOLL WAITH CYSYLLTIEDIG A THIRLUNIO / CHANGE OF USE OF FORMER PUBLIC HOUSE TO SINGLE DWELLING AND DOG GROOMING SALON, INCUDING ALL ASSOCIATED WORKS AND LANDSCAPING
LOCATION: COLLIERS ARMS, CHAPEL STREET, PONCIAU, WREXHAM, LL14 1SE

I refer to your consultation / email dated 28/11/2024 in respect of the above.

The property currently operates as a 4 bedroomed dwelling, located above the existing public house use. There is an existing vehicular drive access for up to 3 cars onto Chapel St, a 20mph C class adopted highway 4.3m wide. A speed not exceeding 20mph would be considered reasonable in this location.

Visibility to the north of the driveway is only 2m x 8m to the centreline of the single carriageway lane. Visibility to the south is 2m x 25m if vision over the neighbouring property is assured. 2m x 25m visibility splays are the minimum required for new driveway accesses onto a 20mph adopted highway. It is acknowledged that the existing and albeit substandard driveway access (in terms of visibility) is not something the LPA can challenge or object to for continued residential use.

If the parking arrangement could be altered to provide turning within the rear garden, it would be advantageous to the residents and public safety to reduce the risks of vehicles reversing out.

The highway footpath along the frontage contains an access we assume was for barrel deliveries into a cellar. We request that this be removed and the footpath be reinstated to the LHA's satisfaction by competent contractors employed by the applicant. In the interest of highway safety, the LHA also request a slight realignment and extension to the kerbline & footpath across the drive to introduce an improvement to visibility. This can be agreed directly between the applicant and the LHA as a condition, prior to first use of the business use, to mitigate the sub-standard access if it were to be used for business use. The screenshot below demonstrates our suggestion to improve the driveway with a grey line showing an approximate extended kerbline. The 2m set back for a visibility splay would then commence from the kerbline, thus improving visibility in both directions. If the car in the screenshot can safely edge forward to the grey line of the proposed new kerb, visibility is improved. Furthermore, pedestrian safety is also improved when leaving the property.



Should the application be successful, the applicant, or their competent contractor should coordinate with highwayroadworks@wrexham.gov.uk to arrange the necessary permits to carry out works on or immediately adjcent to the public highway. We append our standard guidance notes below summarising some of the requirements.

Parking Provision:
The proposed plan refers to 4nr car parking spaces, an increase of 1 space. The business use of dog grooming is restricted to a room labelled groomer room (8m2) and a small reception room. LPGN16 recommends 1 space per 15m2 for A1 use.

The availability of 1 parking space for business use, and 3nr for residential parking would be compliant with the requirements of LPGN16, although this location would be considered sustainable given the centre village location, and a bus stop within 200m on Fennant Rd. For business use there is also a public car park within 45m for potential customer short stay use to drop off and collect. The combined villages locally provide facilities for residential use including schools, health centre, retail, dining, religious, theatre and leisure facilities. There are numerous commercial and business opportunities for employment locally including but not limited to the Vauxhall Industrial Estate and Wrexham City.

Construction Phase:
Given the confined location, should the LPA support this application, in the interest of highway safety, the applicant should ensure that parking facilities are provided and reinforced for contractors' vehicles, ideally within the plot. For example, whilst constructing the 1st floor rear extension, access for parking should be maintained by designing scaffold that allows vehicle to pass/park below. Vehicle sharing and careful planning of material deliveries should be planned avoiding peak hours/school opening and closing. This could be managed by provision of a Construction Traffic Management Plan for LHA approval prior to commencement of the works, or a series of commitments in writing considering the above concerns. Parking of contractors vehicles in this narrow lane during construction should be avoided for anything other than very quick deliveries.

Summary

The applicant should amend their proposals for:

1. Reinstatement of the footpath removing the now redundant cellar access.
2. Agreement of a kerb/footpath detail across the driveway and construction of the same prior to business use.
3. Management of the works avoiding obstructions within the highway included within a CTMP or statement committing to measures to safeguard against obstructions in the highway
4. A lockable cycle store should be incorporated within the site plan/proposal in the rear of the property for compliance.

Subject to provision of, or conditioned approval incorporating the above, the LHA have no further comment to make.



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.