MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0080	**Your Ref:**	P/2025/0080
Date:	26/03/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADDASU TAFARNDY'N 6 FFLAT / CONVERSION OF PUBLIC HOUSE INTO 6 NO APARTMENTS

LOCATION: WHITE HORSE, 21 HIGH STREET, OVERTON, WREXHAM, LL13 0DT

I refer to your consultation / email dated 14/02/2025 in respect of the above.

General

The proposed development comprises the conversion of the existing public house into 6 apartments as follows:-

Ground Floor	2no. 2 bed apartments
1st Floor	2no. 2 bed apartments
2nd Floor	1 no. 1 bed apartment 1 no. 2 bed apartment

Access

The proposed development site is located on the High Street (A539) which is a busy, classified road subject to a 20mph speed limit.

The existing public house has no existing vehicular access but does have a 2m wide pedestrian access alongside the building which provides access to the outdoor seating facilities.

Bus Stops

There are 2 existing bus stops with associated raised kerbs located directly outside the frontage of the site with the other stop located on the opposite side of the road. It is important that these bus stops are kept clear of parked vehicles in the interest of highway / pedestrian safety.

If the proposed development is supported, the LHA would recommend a suitable condition (s106 payment) is included requiring the applicant to fund appropriate bus stops markings and clearway markings for both bus stops fronting the development site. This would require a payment of £1000.

Parking & Turning Provision

The existing public house has no off-street parking provision. It is assumed that anybody visiting the premises by car would either park along the High Street or possibly park in the public car park off Church Road a short distance away providing spaces are available.

Based on LPGN 16 requirements, the proposed apartments would require a maximum of 11.5 spaces. No spaces are being proposed for the apartments.

There is already a significant parking demand along this section of the High Street given the limited / lack of off-street parking provision for the existing properties, shops and medical centre.

The LHA would raise concerns in respect of the lack of off-street parking provision for the proposed development. It may therefore be difficult for the LHA to support the proposed development without adequate parking provision. Any car owners occupying the flats are considered likely to want to park in close proximity to the site ie/ along High Street for convenience and surveillance purposes. **The LHA recommend that the applicant carries out a parking accumulation survey along the High Street (ie/ 7 day, 24 hour) to assess whether there is spare capacity to accommodate parked vehicles associated with the proposed development. Such a survey would need to exclude any areas fronting the bus stops (confirm distance / length with WCBC Traffic Section) and any existing areas with accesses / h-bar markings.**

Cycle Parking / Storage

In terms of cycle parking, LPGN 16 requires sufficient space to provide at least 2 secure cycle parking spaces per dwelling. In the case of flats, this should be provided via safe and secure communal cycle parking areas. No details of such provision have been submitted with the application.**The LHA recommend the applicant indicates the required detail on a revised layout plan.** The applicant may wish to contact our Active Travel Section for advice on the cycle parking / storage requirements for this development prior to submitting any revised details.

Waste / Recycling

In terms of waste / recycling provision, the LHA recommend the applicant provides a suitably scaled layout plan indicating details of the proposed waste / recycling storage area along with the number and types of waste / recycling bins that will be provided. The applicant may wish to contact the WCBC Waste / Recycling Section for advice prior to submitting this information.

Conclusion

The LHA request further information as follows:-

- **Parking Survey**
  The LHA recommend that the applicant carries out a parking accumulation survey along the High Street (ie/ 7 day, 24 hour) to assess whether there is spare capacity to accommodate parked vehicles associated with the proposed development. Such a survey would need to exclude any areas fronting the bus stops (confirm distance / length with WCBC Traffic Section) and any existing areas with accesses / h-bar markings.

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On behalf of Chief Officer, Environment & Technical

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.