MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/DB/P/2025/0301	**Your Ref:**	P/2025/0301
Date:	06/06/2025		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD Y LLAWR GWAELOD O DDOSBARTH A1 (SWYDDFA'R POST) I DDOSBARTH C3 (ANNEDD) / CHANGE OF USE OF GROUND FLOOR FROM CLASS A1 (POST OFFICE) TO CLASS C3 (DWELLING)

49 KINGSMILLS ROAD, WREXHAM, LL13 8NL

We acknowledge receipt of this consultation on 04/04/2025 to convert the former post office to a 2 bedroom apartment.

Whilst the address is 44 Kingsmills Road A525, both the existing pedestrian and vehicular access for the property are via the adjacent Albert Street, an adopted unclassified street subject to 20mph speed limit.

Access
We note the proposal to retain the existing vehicular access point, and accept that the 2 bedroom apartment is likely to create reduced trip generation when compared with the historic post office use.

As the access is existing, with reduced traffic, the LHA have no comment on the access itself.

Parking
The geometry of the parking arrangement and car manoeuvrability in and out of the access appears awkward, but it unlikely to cause a highway safety concern. **Can the applicant confirm that the gates will not be open out, and obstruct the public highway?**

It is assumed the considerable garage provides adequate secure storage space for cycle parking for the apartment, that strengthens the argument for a reduced parking provision of only 1 space for each apartment. LPG16 recommends 2 spaces for a 2 bedroom apartment, but this can be relaxed in sustainable locations, and where provision for a secure cycle storage is provided.

Conclusion
Subject to confirmation that the gates will not open out, the LHA have no objection to this proposal.

Should the LPA support this proposal, we request the guidance notes in the Appendix below be provided to the applicant with contact details for the necessary streetworks permits, given the location on a junction/crossing.



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.