

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sarah Hill
Our Ref:	ET/DC/DB/P/2023/0611 rev C	Your Ref:	P/2023/0611
Date:	6 th Feb 2025		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU 3 ANNEDD / ERECTION OF 3 DWELLINGS. LAND AT RAILWAY TAVERN RAILWAY ROAD BRYMBO WREXHAM

Grid Ref: E 329627.3 N 353856.11

I refer to your consultation / email dated 15/09/2023 in respect of the above, and subsequent consultations.

Following further review/internal consultation, we advise as follows, again using the same reference numbers

- 1) Refuse collection/bin storage. Resolved
- 2) Visibility splay. Resolved
- 3) Omission of railings and frontage detailing linking to the highway: Resolved subject to S278/38 agreement.
- 4) The path has been extended eastwards, providing improved pedestrian access. Resolved
- 5) **Parking:** Provision for access to parking for individuals with mobility difficulties or prams, and dedicated secure cycle parking should be included within the proposed site plan in accordance with LPG16. The parking plan should maintain a minimum of 6m reversing space to the rear of spaces after any adjustments. We have reconsidered the parking space numbers, and compared this proposal with another similar development where an existing pub/restaurant car park was reduced in capacity to redevelop part of the car park, also in a village setting. We accept the reduction in parking space numbers. It is not ideal that the provision of 10nr parking spaces for existing pub use can only be accessed by passing the proposed new dwellings' parking and pedestrian access. The rear yard-style parking provision, contradicts the wording of LPG16 (Ref: Fig A Section: A3 Pubs, restaurants and hot food takeaways as shown below). Our concern relates to controlling traffic linked to the possibility of fast food & online home delivery services. **The applicant would need to demonstrate that all visitors to the pub/take-away are strongly encouraged to use the rear parking, even if for short term collections to avoid blocking the highway or shared access. This could be managed by incorporating a condition requesting a traffic management plan and service delivery management plan for approval prior to commencement of construction of the houses.**

A3 Pubs, restaurants and cafes and hot food takeaways	1 car space per 4m ² public floor space	1 cycle space per 40m ² public floor space
For hot food takeaways and restaurants offering takeaway services, there will need to be short stay parking on site or a short distance of the premises. Rear services yards are unlikely to be suitable to meet the parking requirements for this type of business.		

- 6) An Aco drain demarcation has been provided, which will remain in private ownership and must be maintained by the landlord of the shared private access road. Construction drawings should be provided within the appropriate sectional agreement application prior to commencement of construction works. The Aco drain location should be agreed on site with the highway authority, and SAB officer as part of the S278/38 & SAB surface water drainage works
- 7) The applicant has confirmed a management company can be set up to maintain the shared private access road and landscaping. If not, the maintenance responsibility will remain with the landlord.

Summary and Conclusion

The LPA has advised that a restriction on the use of the pub for food (both on- and off-premises) cannot be conditioned. There is an underprovision of space for A3 use, however it is accepted that there are numerous similar pubs/restaurants locally with 10 or less spaces available and the requirements of LPG16 is a maximum requirement.

Customers and staff parking from the pub is to the east of the proposed housing, meaning that they have to drive and walk past the rear of the houses. This is not ideal. The applicant needs to demonstrate how the use of the parking bays can be controlled avoiding congestion on the highway/shared access. This can be demonstrated via provision of a traffic management plan. Furthermore, a basic service delivery management plan should be provided that commits to a strategy for arranging deliveries to avoid congestion of the highway, and access to the properties.

There is currently no provision for mobility/pram access to the central car parking spaces. These spaces should be amended accordingly.

The plan should be updated to ensure lockable cycle storage is provided and shown for each of the dwellings.

Should the LPA be inclined to grant permission, we enclose our Standard Guidance Notes below, providing contacts and guidance on carrying out works on or immediately adjacent to the adopted highway.



On behalf of The 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 asked 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 from 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.