

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/0001 Res(4)	Your Ref:	P/2024/0001
Date:	21/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH B1 (SWYDDFA) I DDOSBARTH D1 (CLINIG IECHYD A CHOSMETIG) / CHANGE OF USE OF BUILDING FROM CLASS B1 (OFFICE) TO CLASS D1 (HEALTH AND COSMETIC)

BRIDGE HOUSE STATION ROAD ROSSETT WREXHAM

Grid Ref: E 336498 N 357134

I refer to your consultation / email dated 18/06/2024 in respect of the above.

Having reviewed the additional information provided, I comment as follows:-

It is accepted that the offices previously provided 4 no. spaces within the curtilage of the site and this level of provision will be maintained for the proposed Class D1 use. Although LPGN 16 requires increased parking provision for the proposed development compared with its existing office use, there are alternative options for parking in close proximity to the site. There are a limited number of parking bays along Station Road. There is an existing public car park located approximately 120m west of the proposed development site. I also understand that the applicant is proposing to rent 6 parking spaces from the Christ Church located behind the development site for an annual fee. I assume this can be controlled by a suitable s.106 agreement.

The applicant has stated that *“to further mitigate congestion, patient appointments will be strategically staggered. The maximum number of client vehicles expected at any one time will be 5. Additionally, our staff parking requirements are minimal: there will be 3 staff members, two of whom will be carpooling, and the third is a local resident who will be walking to work. This setup translates to a total requirement of 6 car park spaces at any given time”*. I would recommend a suitable condition is included that limits the number of appointments / patients permitted at the premises at any one time. It may also be considered appropriate to grant a personal permission which is specific to the applicant and the operation of their business.

The applicant has also stated that *“Lastly, to support sustainable transportation options, we will provide cycle parking facilities in the garden at the front of the building. This will encourage both clients and staff to consider cycling as a viable and environmentally friendly option”*. I would recommend that further details on such provision are provided.

In terms of traffic generation, it is considered that the proposed development has the potential to generate an increased number of vehicle movements compared with the existing use. However, with limited on-site parking provision, those people visiting the premises may well choose to either walk to the site, travel by bus or park at the alternative locations detailed above.

Based on the above information and the site being in a sustainable location on a main bus route, I would raise no objections in principle to the proposed development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.

A handwritten signature in dark ink on a light yellow rectangular background. The signature is written in a cursive style and reads "P. Palmer".

Chief Officer, Environment & Technical