

# MEMORANDUM



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|-----------------|----------------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Economy & Planning |
|                 |                                        | <b>FAO::</b>     | Sarah Brett                      |
| <b>Our Ref:</b> | ET/DC/PP/P/2023/0896                   | <b>Your Ref:</b> | P/2023/0896                      |
| <b>Date:</b>    | 14/02/2024                             |                  |                                  |

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## TOWN AND COUNTRY PLANNING ACT 1990

**NEWID DEFNYDD ADEILAD O DDOSBARTH A2 (SWYDDFA) I DDOSBARTH D1 (PRACTIS FFISIOTHERAPI) / CHANGE OF USE OF BUILDING FROM CLASS A2 (OFFICE) TO CLASS D1 (PHYSIOTHERAPY PRACTICE)**

**BUILDERS YARD RIVULET ROAD WREXHAM**  
**Grid Ref: E 334094.63 N 349884.95**

I refer to your consultation / email dated 17/01/2024 in respect of the above.

### General

The site was previously occupied by WD Stant Ltd which comprised a busy builders yard with associated offices. WD Stant Ltd Builders no longer occupy the site and the site is now occupied by a small building company / offices and electrical business. There are also 3 no storage units located to the rear of the site currently being constructed. I understand that planning consent was granted in May 2023 (ref: P/2023/0082) for the creation of separate Class B1 offices and Class B8 storage units. I understand that the current proposal intends to occupy the remaining central office space (100.8m<sup>2</sup> gfa).

### Access

The proposed development site is located on Rivulet Road which is an unclassified road subject to a 20mph speed limit.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 25m in both directions in accordance with Manual for Streets.

The existing access is approximately 4.5m wide and is gated 4.7m behind the edge of carriageway. The access is paved with hard bound materials.

No private surface water shall be permitted to flow onto the adjoining highway. I would recommend an Aco drain or similar is installed across the access to intercept any such run-off.

## Parking and Turning Provision

The submitted layout plan (drg. No. NO41/011) indicates a total of 13 parking spaces (including a single space at the front of the site plus a limited area of turning space for medium sized vans.

I understand the previous consent (ref: P/2023/0082) required the parking / turning arrangements as indicated on the above plan (ie/ 13 spaces).

Based on LPGN 16 requirements, the proposed Class D1 Offices (physiotherapy business) would normally require a maximum of 6 spaces. The existing electrical business, builders business / offices and storage units would also normally require a maximum of 6 spaces. The overall parking provision of 13 spaces would therefore appear acceptable.

**Details of any cycle parking have not been provided. Cycle parking should be provided in accordance with LPGN 16.**

## Active Travel

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking) that may be required under the Active Travel Act Guidance. **Any such modifications / provisions should be referenced / indicated on a revised layout.**

## Car Parking Management Plan

I understand the existing Physiotherapy & Sports Injuries Clinic currently employ 11 no. staff at their existing premises. Although the proposed site is in a sustainable location, it may be considered appropriate to limit the number of staff that can be on site at any one time and also limit / stagger the number of patients that can be seen (appointment only) so parking demand does not exceed provision at the site which could result in on-street parking.

If the application is to be supported, then I would recommend that a condition is included for the submission of a **Car Parking Management Plan** which should include the following information:-

- Statement that no parking vehicles (ie/ either staff vehicles or patients) shall occur on the public highway.
- Statement that the business will operate on a strict appointment only basis with only pre-booked customers being permitted on site at any one time.
- Details limiting numbers of staff that can be permitted on site at any one time.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

## CONDITIONS

### **ZJ41 GENERAL LAYOUT**

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

### **NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR**

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). ----- shall be fully laid out using white lining materials, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times. The proposed spaces shall be marked out using white lining materials.

### **ZJ46 NO PRIVATE SURFACE WATER RUN OFF**

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

### **NONSTD CAR PARKING MANAGEMENT PLAN**

026R No part of the development shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

## 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](mailto: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 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.*



Chief Officer, Environment & Technical