

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	
Our Ref:	ET/DC/P/2024/0298	Your Ref:	P/2023/0298
Date:	14/06/24		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH A2 (CYMDEITHAS ADEILADU) I DDOSBARTH A3 (SIOP COFFI) / CHANGE OF USE OF BUILDING FROM CLASS A2 (BUILDING SOCIETY) TO CLASS A3 (COFFEE SHOP)
1-2 HIGH STREET WREXHAM
Grid Ref: E 333522.76 N 350229.41

I refer to your consultation / email dated 03 May 2024 in respect of the above.

This conversion of a former building society to a coffee shop on the corner of Hope St and High Street will not create any significant change in traffic locally. It is situated in a sustainable city centre location. Access for unloading deliveries would be via temporary parking on the High St, coordinated around times when the High St is closed to vehicular traffic

Access to the property will be as existing, via a pedestrian door, opening in, thus not creating a hazard to passing pedestrians

In the absence of any staff parking spaces, and to demonstrate a sustainable facility, the applicant should provide a secure cycle storage space and changing facilities to encourage staff to cycle to work and demonstrate a sustainable facility. This should be shown on an updated plan.

Should there be any work proposed to the external envelope, then the applicant should contact highway roadworks to see permission to work on the public highway. To assist I refer to the Standard Guidance Note appended below, including contact details.

Should the applicant wish to introduce outside tables and chairs or any overhanging features such as flag poles, these should be applied for separately and the necessary licence applied for. The outside facilities may not be available in this location unlike other pedestrianised streets.

Refuse collection should be coordinated with the WCBC's Waste Strategy Officer, Catherine Golightly on 01978729693, unless the applicant is making their own arrangements with a private refuse collection service.

Subject to the above, we have no objection to this proposal



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.