

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/MZ/P/2024/0257	Your Ref:	P/2024/0257
Date:	06/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH C3 (ANNEDD) I DDOSBARTH C2 (CARTREF GOFAL) / CHANGE OF USE OF BUILDING FROM CLASS C3 (DWELLING) TO CLASS C2 (CARE HOME)

46-46A CHESTER ROAD WREXHAM

Grid Ref: E 333649.4 N 351140.07

I refer to your consultation / email dated 22/04/2024 in respect of the above.

The LHA understands that the proposals are for a home for children to accommodate upto four children.

It is not clear what the existing use of the building, there is contradictory information submitted. One document states that it is an existing dwellinghouse, and that it is formerly a house in multiple occupation. Another document and the existing floorplans indicate that the building has been used as a beauty salon. On this basis at present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective and advise whether the proposals would result in an intensification of the existing vehicular access.

However, the proposals detail that there will be 1 member of staff on site per child and therefore there will be 4 children and 4 staff members on site at any one time. It is not clear if visitors to the site are allowed, can the applicant clarify this.

The Council's car parking standards state that 1 car parking space should be provided per 2 bedrooms and therefore there is a requirement for 4 car parking spaces for the site. It is considered that there may be a demand for additional parking for staff or visitors in addition to this.

In order to meet the Council's cycle parking standards 1 cycle parking space should be provided for staff and 1 for the inhabitants. Secure long stay parking should be provided via safe and secure communal cycle parking areas.

In terms of access to the site the proposed access from Chester Road is proposed to be maintained unchanged. It should enable simultaneous access and egress. There is a dedicated gap in the boundary wall for pedestrian access to the site.

At present the car park provides 10 car parking spaces, 5 on each side with an adequate aisle width between the two for manoeuvring in and out of the spaces, although one of the spaces to the south side of the site currently blocks access via the pedestrian gate.

The amended plan that has been submitted has pulled the existing car parking spaces away from the pedestrian gate but by doing so proposes a car parking space that isn't accessible, as a 6m aisle width is not provided due to the building line of no 46. This space isn't acceptable on highways grounds and should be removed or the parking arrangements reconfigured.

It is noted that the bin storage is shown in front of the side garage.

Whilst there are no objections in principle to the proposals clarification is required in relation to the former or existing use of the site, amendments are required to the proposed car parking and the provision of cycle parking is required.



Chief Officer, Environment & Technical

Supplementary Notes

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

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 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