MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0080 Res(3)	**Your Ref:**	P/2025/0080
Date:	08/12/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADDASU TAFARNDY'N 6 FFLAT / CONVERSION OF PUBLIC HOUSE INTO 6 NO APARTMENTS

LOCATION: WHITE HORSE, 21 HIGH STREET, OVERTON, WREXHAM, LL13 0DT

I refer to your consultation / email dated 04/12/2025 including revised plan (Drg. No. 360 - Dated Oct 2024) in respect of the above.

General

The proposed development comprises the conversion of the existing public house into 6 apartments as follows:-

Ground Floor	1no. 2 bed apartment 1 no. 1 bed apartment
1st Floor	1no. 2 bed apartment 1 no. 1 bed apartment
2nd Floor	1no. 2 bed apartment 1 no. 1 bed apartment

Access

The proposed development site is located on the High Street (A539) which is a busy, classified road subject to a 20mph speed limit.

The existing public house has no existing vehicular access but does have a 2m wide pedestrian access alongside the building which provides access to the outdoor seating facilities.

Bus Stops

There are 2 existing bus stops with associated raised kerbs located directly outside the frontage of the site with the other stop located on the opposite side of the road. It is important that these bus stops are kept clear of parked vehicles in the interest of highway / pedestrian safety.

If the proposed development is supported, the LHA would recommend a suitable condition (s106 payment) is included requiring the applicant to fund appropriate bus stops markings and clearway markings for both bus stops fronting the development site. This would require a payment of £1000.

Parking & Turning Provision

The existing public house has no off-street parking provision. It is assumed that anybody visiting the former public house by car would either park along the High Street or possibly park in the public car park off Church Road a short distance away providing spaces are available.

Based on LPGN 16 requirements, the proposed apartments would require a maximum of 11.5 spaces.

Revised Layout Plan (Drg. No. 360 - Dated Oct 2024).

The submitted plan is inadequate and does not provide any detail of the proposed access width, surfacing, proposed gates, proposed lateral & pedestrian visibility splays which should be provided with such a proposal.

Any proposed shared access would typically be required to provide an access of width of at least 4.8m to allow the simultaneous passage of 2 vehicles (ie/ van plus car.) The existing access (pedestrian) is only 2m wide and is considered inadequate to serve as a shared access.

In terms of the proposed 6 no. spaces indicated, the LHA raise the following issues:-

- The proposed spaces are less than the standard 2.4 x 4.8m as required by LPGN 16.
- The proposed space alongside the northern boundary wall is less than 2.4m x 6.6m as required by LPGN 16.
- Provision for spaces to mobility standards have not been indicated
- There is less than 6m clearance behind a number of spaces for manoeuvring / turning.
- No swept path details (using standard swept path software) have been provided to demonstrate how each car enter, parks and exits each space when all other spaces are occupied and how vehicles simultaneously enter and exit through the proposed access onto the High Street.

If the application is supported, the LHA have requested that the applicant funds appropriate bus stops markings and clearway markings for both bus stops fronting the development site.

Given the location of the proposed access (directly onto the bus bay) and its inadequate width / pedestrian visibility, **the LHA would be unable to support the proposed parking & access arrangements.**

There is already a significant parking demand along this section of the High Street given the limited / lack of off-street parking provision for the existing properties, shops and medical centre.

The LHA would raise concerns in respect of the lack of adequate off-street parking provision for the proposed development. It may therefore be difficult for the LHA to support the proposed development without adequate parking provision. Any car owners occupying the flats are considered likely to want to park in close proximity to the site ie/ along High Street for convenience and surveillance purposes.

The LHA recommend that the applicant carries out a parking accumulation survey along the High Street (ie/ 7 day, 24 hour) to assess whether there is spare capacity to accommodate parked vehicles associated with the proposed development. Such a survey would need to exclude any areas fronting the bus stops (confirm distance / length with WCBC Traffic Section) and any existing areas with accesses / h-bar markings. No details of such a survey appear to have been provided with the latest information.

Cycle Parking / Storage

In terms of cycle parking, LPGN 16 / Active Travel Guidance requires sufficient space to provide at least 2 secure cycle parking spaces per dwelling. In the case of flats, this should be provided via safe and secure communal cycle parking areas.

The revised plan does not indicate sufficient detail. **The LHA recommend that a suitably scaled plan is submitted which indicates cycle parking / storage provision ie/ Sheffield stands located in secure building including annotated dimensions of stand spacing in accordance with Active Travel Guidance.** The applicant may wish to contact our Active Travel Section for advice on the cycle parking / storage requirements for this development prior to submitting any revised details.

Waste / Recycling

In terms of waste / recycling provision, the LHA recommend the applicant provides a suitably scaled layout plan indicating details of the proposed waste / recycling storage area along with the number and types of waste / recycling bins that will be provided. The applicant may wish to contact the WCBC Waste / Recycling Section for advice prior to submitting this information. Any proposed plan will need to indicate the size / location of the storage / collection point including distance from adopted highway, proposed width of access / alleyway to service the bins, the actual type of bins indicated in the collection point area including (including annotated dimensions).

Conclusion

In conclusion, without sufficient information, it would be difficult for the LHA to assess / support the proposed development

KW Edwards

Contracts & Engineering Manager

On behalf of 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 ask 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.