

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/P/2023/0715	Your Ref:	P/2023/0715
Date:	24 April 2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH A1 (MANWERTHU) I DDOSBARTH A3 (BWYD A DIOD) / CHANGE OF USE OF BUILDING FROM CLASS A1 (RETAIL) TO CLASS A3 (FOOD AND DRINK)

AQUEDUCT GARAGE LLANGOLLEN ROAD TREVOR LLANGOLLEN WREXHAM
Grid Ref: E 326658.04 N 342494.43

I refer to your consultation email dated 16 April 2024 enclosing Site plan Rev B in respect of the above.

Having reviewed the plan and covering email we update our response as follows:

1. Visibility splays. The visibility splays shown are acceptable.
2. The agent's comments noting the entrance is existing are noted and accepted on the basis that the narrow strip of visibility splay to the west, that is outside the highway and the ownership of the applicant remains as existing.
3. We note 4 spaces dedicated to this application are accepted.
4. We note the hatching added to revised site plan along the frontage. If it is proposed to use this as a delivery vehicle parking bay, so it can enter and leave in a forward gear, can we ask the space is referred to as delivery vehicle space only, with provision of signage clearly indicating "no parking on the footpath", or similar. The footpath will need to be demonstrated as being capable of accommodating HGV deliveries and upgraded at the applicant's expense if found inadequate. Alternatively, the existing access to the rear can continue to be used for HGV delivery access. The detailing and technical matters relating to delivery vehicles using the front space can be dealt with a suitably worded prior to first use condition. Clearly signposted customer parking to the rear should be added to the drawing, to avoid congestion at the front, potentially obstructing the highway, pedestrian access, or vision of vehicles leaving the site.
5. Our previous reference to ensuring vehicles enter and leave in a forward gear remains. The details of this need to be agreed, as above.
6. Whilst the timing of vehicle movements to and from the site may change, we don't anticipate that the traffic generation from such a small unit would create a significant increase to the existing traffic permissible under the existing use classification of the existing premises. The acceptability of the continued use of the existing entrance is

reinforced by there being no registered incidences highlighted on Crashmap UK within the last 24yrs.

Given the importance of maintaining free flowing traffic along Llangollen Rd, we request a pre-commencement condition be included for the provision of a Construction Management Plan which details parking for contractors during the construction works, loading/unloading arrangements for deliveries and ways to mitigate dust and detritus building up on the public highway in the vicinity of the site.

Our previous reference to coordination with the Highways Authority to agree detailing and implementation of works to the front remains, however we suggest that this could be secured via a pre-occupation condition.

We have no objection to the proposal from a highway perspective.

A handwritten signature in black ink, appearing to read 'R. H. W. E.', is positioned above the title. The signature is fluid and cursive.

Chief Officer, Environment & Technical