

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/KE/P/2023/0326 Res(2)	Your Ref:	P/2023/0326
Date:	12/01/2024		

TOWN AND COUNTRY PLANNING ACT 1990

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THE WILLOWS STATION ROAD BANGOR IS Y COED WREXHAM

Grid Ref: E 339197.94 N 345647.47

I refer to your consultation / email dated 15/12/2023 in respect of the above.

The Highway Officer previously commented on planning application ref: P/2019/0366 - Change of use of vacant retail premises to surgery / dispensary (Class D1 Use) on 21/06/2023. The response to this application reflects the revised layout and intended use and the impacts of the speed reduction to 20mph along Station Road.

Access

The development site is located on the B5069 Station Road which is a classified road subject to a 20mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Based on a previous enquiry for residential development at the site, I understand that the applicant has control of land on either side of the development site.

It is reasonable to expect that the majority of traffic heading in a south westerly direction will be at least 1 m away from the wall therefore using the wall as a reference point for the visibility assessment would be over simplistic and should not apply, the application confirms there will be provision for the a kerb / footway either side of the access. This will control the position of emerging vehicles and therefore the 2.4 by 25m visibility required is achieved.

A new footway will be provided for 9 metres to the south west of the proposed new access, the southern footway will extend to the existing pedestrian access ramp leading to the former shop. A kerbed radius will be formed into the site to link into an internal pedestrian route delineated by white lining.

The visibility looking right from the junction is acceptable.

I understand the application P/2019/0366 offered relatively few improvements when compared with P/2023/0326, having regard for the existing permitted retail use and TAN18 Chapter 18 Annex B guidance I do not consider there is sufficient reason to object on highway grounds.

Any proposed access would require an ACO drain or similar to prevent private surface water run-off from flowing onto the adopted highway.

The applicant would be required to enter into a s.38 / 278 agreement with the Council in order to construct the footway.

Existing Uses

The submitted layout plan appears to indicate the retention of the existing shop and some workshops. Westview Cottage appears to have an existing vehicular access at the rear of the property into the development site.

There would appear to be an existing paddock area to the rear of the site (north east) which is currently accessed internally into the existing site.

Layout / Parking & Turning Provision

As detailed above the access will benefit from improved visibility splays, modifications to entrance will include a new footway. Any proposed health centre / surgery would fall under LPGN 16 Class D1 Use. Based on a gross floor area of 206m², the proposed development would normally require a maximum of 10 parking spaces. The submitted layout plan indicates the provision of 20 spaces which is considered acceptable.

There would appear to be adequate turning space within the site to cater for medium sized delivery vehicles.

The application shows that there will be 20 parking spaces provided, 2 of these will be to mobility standard (10%) with an additional 2 spaces allocated for Laurel Cottage. The maximum parking provision is 23 spaces. Therefore it is considered that the parking provision is satisfactory.

Waste Disposal / Recycling / Deliveries

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

A bin store is shown on the submitted plan.

The proposed access indicates on the submitted layout plan is 4.8m wide which is considered adequate.

The submitted layout plan indicates a crossing point directly opposite no. 26 Station Road. The proposed crossing point will need to be relocated away from the existing access and provided with appropriate tac-tiles.

Supplementary Notes

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

6-24-40

Chief Officer, Environment & Technical