

HIGHWAY ASSESSMENT

THE WILLOWS STATION ROAD

BANGOR IS Y COED

WREXHAM

December 2023

Relevant Site History

Planning Application P/2019/0366 for a change of use of vacant retail premises to a surgery / dispensary was granted permission on 12/11/2019. A copy of the permission is attached at Appendix A.

A second planning application P/2022/0606 for a change of use from Market Garden Centre to Doctors Dispensary was submitted on 29/06/2022. This was refused by planning solely on highway grounds. A copy of that decision is attached at Appendix B

A further application P/2023/0326 was made for the change of use from Market Garden Centre to Doctors Dispensary on 12/06/2023. The highway officer has made a number of comments requesting further information. A copy of the highway officers' comments is attached at Appendix C

Site assessment

The site has an existing access onto the B5069 Station Road; a classified highway subject to a 20-mph speed limit for which Welsh Government guidelines Manual for Streets recommend visibility splays measuring 2.4 x 25m in both directions.

I concur with the highway officer's assessment that visibility splays measuring 2.4 x 13m to the SW and 2.4 x 10m to the NE are achievable from the current site access.

There is no footway across the site frontage or within the site itself. There is no lined or kerbed delineation on site indicating the point of access / egress to and from the site.

A plan submitted with application P/2023/0326 demonstrated some improvement to visibility, to footway provision and formalised the point of access. However, these were not deemed adequate by the highway officer.

Some concerns were also raised about the level of parking provided within the site.

Revised proposals

The submitted plan ref 22 CON 037 B1 rev C demonstrates that visibility splays measuring 2.4 x 25m to the south west to a point 0.5m off the kerb edge is achievable.

Relevant guidance regarding visibility splays can be found on page 78 Paragraph 10.5.3 within Manual for Streets 2

10.5.3 The Y distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right along the main alignment. For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the kerb line. Therefore a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track. The measurement is taken from the point where this line intersects the centreline of the minor arm (unless, as above, there is a splitter island in the minor arm).

This states that the use of the nearside kerb edge as a reference point is done purely for simplicity; a more accurate position would be the vehicle wheel track.

In this instance the only vehicles in the nearside lane approaching from the south west would effectively be overtaking using the wrong side of the road; so, the use of nearside wheel track at 0.5m from kerb edge in a south westerly direction is more than adequate in this instance

To the north east a splay of 2.4 x 25m is achievable to a point 1.0m off the nearside kerb edge; or in this instance the nearside wall edge.

Observation of vehicles approaching from the north east clearly demonstrates that the vehicle wheel track is at least 1m from the wall edge. This is due to a degree of 'wall shyness' which tends to occur when vehicles are driven alongside a road with a boundary wall edge rather than kerb edges. Drivers are afraid to go too close to the wall and will 'shy away' from it. Most highway engineers will be aware of the existence of wall shyness.



This is just one photograph showing the wall shyness demonstrated by every passing vehicle. Drivers tend to hug the white centre line and keep well away from the wall.

There are numerous other photographs attached at appendix D which demonstrate the wheel track location of oncoming vehicles. Observations on site shows every vehicle taking the same line.

The 2.4 x 25m visibility splays achievable are therefore considered to be more than adequate for the improved access into the development site.

Plan ref: 22 CON 037 B1 rev C also demonstrates improved footway provision in the vicinity of the site.

A footway will be constructed to a point approximately 9m to the south west of the proposed new access. A kerbed radius will be formed into the site to link into an internally provided pedestrian route to be delineated by white lining.

This will greatly enhance footway provision and improve pedestrian safety whilst also ensuring visibility splays to the south west are protected in perpetuity

The southern footway will extend to the end of the existing pedestrian access ramp into the former shop - see photograph below.



A crossing point with tactile paving will ensure a safe dedicated point for pedestrians to cross Station Road. A drop kerb / tactile paving will be constructed on the opposite footway.

There is no sensible reason to extend the footway beyond this as there is no footway on this side of the road for at least 30m. The choice of location for the crossing is governed by drop vehicle crossings on the opposite side of the carriageway which prevent a safe crossing point being provided. The length of footway is also adequate to protect the south westerly visibility splay in perpetuity

As there is no available safe point to cross Station Road to the north east of the access the provision of a footway would be potentially dangerous; it would encourage pedestrians to cross in the middle of a road junction. There will therefore be no footway or crossing point provided to the north east as there is no footway on the opposite side of the carriageway at this location.

To the north east, the visibility splay will be protected by the provision of reflectorised bollards along the carriageway edge; this will prevent any vehicle from accessing the site at any other point than the new formalised access. A scheme of white hatched markings and white lining will further ensure that vehicles enter the site at a fixed point; the current point of access can pretty much be taken from anywhere across the 15m site frontage so fixing the access location is of significant benefit.

A 1.2m wide safe pedestrian route will be provided on the south easterly side of the access between the road and the surgery.

A 4.8m wide access road will be delineated and a formalised turning head provided to allow for the turning of small delivery vehicles. The access will utilise the existing road surface; it has been used for decades as access to the previous retail use at the site. There is therefore no reason or justification to provide an ACO drain across the site access as water has been flowing into the carriageway edge channel for years.

A minimum of 20 parking spaces will be provided as demonstrated on the plan and 2 of these will be to mobility standard (10%); 2 additional parking spaces will be provided for 1 Laurel Cottages.

The highway officer requested 23 spaces as it is the standard recommended by LPGN 16; however, the standard is a maximum standard and should not be applied as a minimum standard. WCBC have been to Welsh Government appeal on a number of occasions when the highway department used

LPGN car parking standards as a minimum; on each occasion the Welsh Government Planning Inspectorate concluded that WCBC should not use the guidance as a minimum standard.

It is noted that the surgery serves a large number of people many of whom are within walking distance of the site. The site is in a fairly sustainable location. It is therefore suggested that 20 spaces for the both buildings is more than adequate.

Highway response to the planning application

The highway officer requested the following information:

Adequate visibility splays in each direction to be protected in perpetuity

Footway improvements at the site access and within the site

A 4.8m wide access road.

A turning head for small delivery vehicles.

23 parking spaces with 10% at mobility standard

Each of these requests has been addressed and demonstrated on the submitted plan.

Further information has also been provided in respect of land ownership.

The paddock access is to be retained as shown on the car parking plan; it is used by the owners of Westview Cottage who will also retain access into the rear of their property.

There are no current plans for the workshops; any future proposals will require a planning application which will give the highway officer a degree of control should there be any highway concerns.

The applicant is willing to enter into any relevant highway agreement to work on the adopted footway should planning permission be granted.

A bin store has been shown on the submitted plan.

All the issues raised by the highways officer have therefore been addressed.

Further information in support of the Application

The existing planning permission (P/2019/0366) at the site shown at Appendix A required the development to be carried out in strict accordance with approved drawings. The approved plan is shown at Appendix E.

Despite the highway officers' response to that application, the plan shows no access improvements, no footway improvements and no visibility improvements.

This effectively means that the surgery could operate with none of the improvements requested by the highway officer.

The current application site has a permitted retail use which could also reopen as a shop without any need for a further planning application.

Were the retail use and the surgery to operate together with the existing substandard access then it may well cause highway safety issues in and around the site.

The improved access proposals offered by the current application therefore offer a hugely significant highway safety benefit by providing visibility splays and footways, alongside parking and access improvements. It would be unreasonable for any highway officer to object to such significant improvements to highway safety.

In the unlikely event that the highway officer isn't entirely satisfied with the proposals then it may be useful to consider the contents of Welsh Government guidance TAN 18 Chapter 9 Annex B paragraph B.11 which states that *'where development sites are served by an existing substandard access, there should be scope for a limited redevelopment that incorporated a substantial access improvement, even though the improved access would still be below standard'*

That paragraph alone should give the highway officer more than enough justification to support the application

Conclusion

The submitted plans address all concerns raised by the highway department.

The access will be significantly improved to ensure that visibility from the site meets highway recommendations.

Footway improvements will be provided along the highway edge and internally within the site

Parking is in accordance WCBC PGN 16.

A turning head for the occasional delivery vehicle will be included in the design.

A bin store will be provided as requested.

A cycle store will be provided as recommended by LPGN 16

There is therefore no justifiable reason for the highway department to object to the application.

APPENDICES

- A. PLANNING DECISION NOTICE P/2019/0366**
- B. PLANNING DECISION NOTICE P/2022/0606**
- C. HIGHWAY OFFICER COMMENTS P/2023/0326**
- D. PHOTOGRAPHS OF APPROACHING VEHICLES**
- E. APPROVED SITE PLAN P/2019/0366**

APPENDIX A - PLANNING DECISION NOTICE P/2019/0366

In pursuance of its powers under the Acts an Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application



Applicant	MR TONY MARRIOT OVERTON MEDICAL PRACTICE	Code Number	BAN P/2019/0366
Agent	TACP ARCHITECTS LTD MR STEPHEN TAYLOR PEMBROKE HOUSE ELLICE WAY WREXHAM TECHNOLOGY PARK WREXHAM LL13 7YT	Date Received	09/05/2019
		Decision Date	12/11/2019

Town and Country Planning Act, 1990

Location of application

THE WILLOWS, STATION ROAD, BANGOR ON DEE, WREXHAM,
LL13 0AB

Description of application

CHANGE OF USE OF VACANT RETAIL PREMISES TO SURGERY /
DISPENSARY (USE CLASS D1)

In reaching this decision the Council has had regard to the relevant policies in the Wrexham Unitary Development Plan which are as follows:-

GDP1	Development objectives
T8	Parking

Revision	Date	Description of Decision
0	12/11/2019	Planning permission issued

Particulars of decision that permission be GRANTED

Subject to the following:-

Condition(s)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered SK01, SK02 and SIT01 Revision B and as contained within the application documentation.

Applicant	MR TONY MARRIOT OVERTON MEDICAL PRACTICE	Code Number	BAN P/2019/0386
Agent	TACP ARCHITECTS LTD MR STEPHEN TAYLOR PEMBROKE HOUSE ELLICE WAY WREXHAM TECHNOLOGY PARK WREXHAM LL13 7YT	Date Received	09/05/2019
		Decision Date	12/11/2019

Reason(s)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.



Officer Appointed for this purpose
Chief Officer Planning & Regulatory

Refer to Statement of Applicant's Rights and General Information on our planning web site at:-
http://www.wrexham.gov.uk/english/planning_portal/publications/info_sheets.htm

APPENDIX B - PLANNING DECISION P/2022/0606



In pursuance of its powers under the Acts and Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

Applicant	MR TONY MARRIOTT	Code No	BAN P/2022/0606
Agent	EDGE ARCHITECTS NW LTD RICHARD GRATTON 8 ELDON DRIVE CAE EITHIN ABERGELE LL22 7BY	Date Received	29/06/2022
		Decision Date	21/02/2023

Town and Country Planning Act, 1990

Location of application

THE WILLOWS, STATION ROAD, BANGOR IS Y COED, WREXHAM, LL13 0AB

Description of application

NEWID DEFNYDD O GANOLFAN ARDDIO I FFERYLLFA DOCTORIAID /
CHANGE OF USE FROM MARKET GARDEN CENTRE TO DOCTORS
DISPENSARY

In reaching this decision the Council has had regard to the relevant policies in the Wrexham Unitary Development Plan which are as follows:-

EC12	Development and flood risk
EC6	Biodiversity Conservation
GDP1	Development objectives
PS1	Settlement limits
PS2	Development and the environment
T8	Parking

Particulars of decision that permission be REFUSED

Reason(s)

1. Insufficient information has been submitted to demonstrate vehicle movements from the site or that the required visibility can be achieved in both directions. The development, in light of the information submitted, is not considered to ensure safe vehicular access to and from the development site. It would therefore fail to comply with Policy GDP1 of the Wrexham Unitary Development Plan and DM1 and T1 of the emerging Wrexham Local Development Plan.



Applicant	MR TONY MARRIOTT	Code	BAN P/2022/0606
Agent	EDGE ARCHITECTS NW LTD	Number	
	RICHARD GRATTON	Date	29/06/2022
	8 ELDON DRIVE	Received	
	CAE EITHIN	Decision	21/02/2023
	ABERGELE	Date	
	LL22 7BY		

2. Insufficient information has been submitted to demonstrate that adequate parking provision can be made within the site. The development would therefore fail to comply with Policy T8 of the Wrexham Unitary Development Plan and Policies DM1 and T1 of the emerging Wrexham Local Development Plan.

David Fitzsimon
Prif Swyddog Yr Economi a Chynllunio
Chief Officer Economy and Planning

Refer to Statement of Applicant's Rights and General Information on our planning web site at:-
http://www.wrexham.gov.uk/english/planning_portal/publications/info_sheets.htm



MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2023/0326	Your Ref:	P/2023/0326
Date:	21/05/2023		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD O GANOLFAN ARDDIO I FFERYLLFA DOCTORIAID / CHANGE OF USE
FROM MARKET GARDEN CENTRE TO DOCTOR'S DISPENSARY

THE WILLOWS STATION ROAD BANGOR IS Y COED WREXHAM

Grid Ref: E 339197.94 N 345647.47

I refer to your consultation / email dated 12/05/2023 in respect of the above.

I previously commented on planning application ref: P/2019/0366 - Change of use of vacant retail premises to surgery / dispensary (Class D1 Use), which included the following comments:-

Access

The development site is located on the B5069 Station Road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The submitted layout plan only indicates the area of the application site (in red) but does not indicate the area of land under the applicant's control (this should be shown in blue). Based on the submitted layout plan, the existing / proposed access would only appear to provide visibility splays of approximately 2.4 x 9m in both directions measured to the nearside edge which is inadequate.

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. Could you please ask the applicant to provide the requested information re/ land under their control and provide a revised plan indicating how the required splays will be provided.

Visibility from the existing / proposed access is impeded in both directions by existing vegetation / shrubs, boundary walls / pillars, signs / mirrors. I would not be able to support any proposed development that is likely to result in any significant increase in vehicle movements at the proposed development site compared with the existing use. The proposed surgery / dispensary is considered likely to result in a significant increase in vehicle movements at the site.

The existing site has limited footway provision leading to the site from both directions. In order to consider supporting the proposed development, I would recommend that the applicant considers providing a 2m wide footway along the site frontage in both directions. This could provide a continuous footway link to the existing footway along Station Road to the south west and additional footway provision to the north east both of which would protect / maintain visibility from the proposed access and provide much improved pedestrian facilities leading to the site. The provision of a continuous footway across the existing access would be considered beneficial. Alternatively, kerbed radii could be formed at the access with suitable tactile crossing points.

The suggested footway improvements would require the setting back of the existing boundary walls of the properties fronting Station Road either side of the access (subject to being under the control of the applicant).

The applicant would need to consider how safe pedestrian access will be provided to the proposed surgery itself.

The applicant would be required to enter into a s.38 / 276 agreement with the Council in order to construct such a footway.

I would recommend that the applicant provides a revised layout plan indicating the above detail.

Existing Uses

The submitted layout plan appears to indicate the retention of the existing shop and some workshops. Could you please ask the applicant to clarify what is proposed for these buildings in respect of this application.

Westview Cottage appears to have an existing vehicular access at the rear of the property into the development site. Could you please ask the applicant to clarify if this access is being retained.

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. Could you please ask the applicant to clarify if this access is being retained to serve the paddock.

Layout / Parking & Turning Provision

As detailed above the access would benefit from improved visibility splays, modifications to entrance and provision of a 2m wide footway.

Any proposed health centre / surgery would fall under LPGN 16 Class D1 Use. Based on a gross floor area of 200m², the proposed development would normally require a maximum of 10 parking spaces. The submitted layout plan indicates the provision of 21 spaces which is considered acceptable.

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

As mentioned above, further clarification on existing retained elements of the site will be required. These may well have implications in respect of access, parking / turning provision and traffic generation at the development site.

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.

I would strongly recommend that you consult with our Waste Strategy Officer—Catherine Goughly on Tel: 01978 729883 to discuss the above detail and the adequacy of any area allocated to waste collection.

If the application is to be supported, I would recommend that the applicant addresses the issues raised above.

I understand that planning consent for the above application was granted on 12/11/2019 without any significant access improvements. The requested information above was never provided. I assume that the surgery / dispensary has been in operation since then. However, the facility currently appears to be closed.

Current Application

Access

The development site is located on the B5069 Station Road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the main access is currently inadequate providing splays of approximately 2.4 x 13m to the south west and 2.4 x 10m to the north east measured to the nearside edge.

The submitted site layout plan (Org. No. 22-CON-037 – B1 Rev A) indicates proposed splays of 2.4 x 25.5m to the south west and 2.4 x 16.5m to the north east. The proposed splays still fall significantly short in respect of current standards. I would normally therefore be unable to support any proposed development that is likely to result in any significant increase in traffic generation compared with its previous use.

The proposed dispensary along with the previously approved development (ref: P/2019/0366) is considered likely to result in a significant increase in vehicle & pedestrian movements at the site compared with its previous retail use. I would recommend that the previously raised comments are addressed along with details of the existing / proposed levels of traffic generation at the site.

The proposed access indicated on the submitted layout plan is 4.6m wide which is considered adequate. However, this would appear to leave less than 5m clearance behind 3 of the centrally located spaces. This distance is required for turning as indicated in LPGN 16. The provision of a continuous footway across the existing access would be considered beneficial. Alternatively, kerbed radii could be formed at the access with suitable tactile crossing points. If the latter is provided, the crossing points would need to be located just inside the kerb radii with the back edge of any tactile forming the new extent of adoption. The applicant would be required to enter into a s.38 / 276 agreement with the Council to construct the above.

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

The submitted layout plan indicates a crossing point directly opposite no. 26 Station Road. If the applicant is unable to provide a continuous footway link to the existing footway west of The Willows (same side) then the proposed crossing point will need to be relocated away from the existing access and provided with appropriate tactile.

Parking & Turning Provision

In terms of parking provision, I comment as follows:-

The previous consent (ref: P/2016/0366) included the provision of 15 parking spaces within the site. LPGN 16 would normally require a maximum of 10 spaces for this development (Class D1 Use = 206m² gfa).

The proposed development appears to comprise 273m² gfa for which LPGN 16 would normally require a maximum of 13 spaces. Both developments together would require a maximum of 23 spaces.

The submitted layout plan (Drg. No. 22-CON-037 – B1 Rev A) appears to indicate the provision of 18 spaces including a single disabled space 3m wide. LPGN 16 normally requires the provision of 10% minimum parking to mobility standards (each space being 3.6m wide). If the application is supported and given the nature of the development, I would recommend that parking is provided to maximum standards to avoid any indiscriminate parking. The above detail has not been provided.

It is not clear where off road parking will be provided for no. 1 Laurel Cottage. Further clarification is required.

Could you please ask the applicant to indicate where a medium sized delivery vehicle will turnaround within the site curtilage.

I await the requested information.

Supplementary Notes

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



Chief Officer, Environment & Technical

APPENDIX D - APPROACHING VEHICLES – WALL SHYNESS





Site plan showing the proposed extension (highlighted in red) and existing building (highlighted in red). The plan includes a north arrow and a scale bar.

Legend:

- Proposed extension (highlighted in red)
- All new floors, walls, and fencing to remain as existing (highlighted in red)
- All new floors, walls, and fencing to remain as existing (highlighted in red)
- All new floors, walls, and fencing to remain as existing (highlighted in red)
- All new floors, walls, and fencing to remain as existing (highlighted in red)

No.	Area	Description	Area
1	1000 sq m	New timber clad building	1000 sq m
2	1000 sq m	All new floors, walls, and fencing to remain as existing	1000 sq m
3	1000 sq m	All new floors, walls, and fencing to remain as existing	1000 sq m

Overton Medical Practice
1000 sq m
New Surgery and Dispensary, Overton on Sea
Dorset, DT10 1AA

10/10/19

Scale: 0 to 10m

Architect: J. Smith
Client: Overton Medical Practice