

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:	21/06/2023		

TOWN AND COUNTRY PLANNING ACT 1990

**NEWID DEFNYDD O GANOLFAN ARDDIO I FFERYLLFA DOCTORIAID / CHANGE OF USE
FROM MARKET GARDEN CENTRE TO DOCTORS 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 12/06/2023 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 ie/ 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 / 278 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 206m², 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 Golightly on Tel: 01978 729693 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 (Drg. 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 4.8m wide which is considered adequate . However, this would appear to leave less than 6m 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 tactiles forming the new extent of adoption. The applicant would be required to enter into a s.38 / 278 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 tactiles.**

Parking & Turning Provision

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

The previous consent (ref: P/2018/0366) 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