

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0322 Res 2	Your Ref:	P/2023/0322
Date:	23/06/2023		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD O GANOLFAN YMWELWYR A FFLAT SENGL I 4 UNED LLETY BYW A CHYMORTH / CHANGE OF USE FROM VISITOR CENTRE AND SINGLE FLAT TO 4 NO. ASSISTED LIVING ACCOMODATION UNITS

VISITOR CENTRE KINGS MILL KINGSMILLS ROAD WREXHAM

Grid Ref: E 334699 N 349157

I refer to your consultation / email dated 15/06/2023 including revised layout plan (Drg. No. C144/005 Rev A) in respect of the above.

Access

The proposed development site is located on Kingsmills Road which is a classified road subject to a 30mph speed limit.

Assuming typical speeds of 30mph, 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 splays of 2.4 x 43m in both directions are provided from the existing access subject to the regular maintenance of the vegetation in the north westerly direction. The required splays are indicated on the revised layout plan.

The existing access meets Kingsmills Road at an acute angle which makes it more difficult when accessing to the left whilst looking right and for vehicles turning left into the site. The existing access is at least 5m wide for the first 5m behind the adjoining carriageway at which point it is gated. The access road leading to the site is typically 4.1m wide beyond this point. It would be considered beneficial to remove both the vehicular / pedestrian gates to improve access to / from the site. The access is paved with hard bound materials. The removal of the existing gates has been indicated on a revised layout plan. **Ideally the grassed strip would benefit from being replaced with hard bound surfacing for a suitable distance just behind the existing pedestrian gate.**

Given the awkward layout of the access, I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements at the development site. However, consideration would need to be given to the previous use of the site as a visitor centre with flat above.

The revised plan (Drg. No. C144/005 Rev A) appears to indicate a new internal access track leading to the existing car park behind the mill. This would appear awkward to construct given the presence of the existing trees & stream / culvert. However, this is not a highway matter assuming those using the visitor centre car park can still use the original route to the car park.

I understand the Clywedog Trail starts at the existing access and runs along the main access track continuing along the river next to the car park. The proposed 2 no. spaces alongside the mill may well impede pedestrian movements in this location. I would recommend that you liaise with our Public Rights of Way Section (Contact: Sean Hanratty on Tel: 01978 729761) on this matter.

Parking & Turning Provision

I understand that the property previously functioned as a visitor centre to the mill but closed down in 2012. I understand that the visitor centre previously occupied the ground and first floors with a 2 bed flat on the 2nd floor. I believe the applicant wishes to retain the visitor centre (but limited to the ground floor) with 4 no. one bedroom assisted flats on the first floor and a one bedroom flat (for staff) on the 2nd floor.

There would appear to be 3 no. parking spaces proposed for the assisted living accommodation with the retention of the car park to the rear. I assume this will be used by visitors to the mill along with walkers who may park and walk to Erddig. The proposed overall level of parking provision is considered adequate.

Traffic Generation

Given the awkward layout of the access, I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements at the development site. However, consideration would need to be given to the previous use of the site as a visitor centre with flat above.

I would not anticipate the proposed development likely to generate any significant increase in vehicle movements at the site compared with its previous use.

Supplementary Notes

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

Note:

I understand the Clywedog Trail starts at the existing access and runs along the main access track continuing along the river next to the car park. The proposed 2 no. spaces alongside the mill may well impede pedestrian movements in this location. I would recommend that you liaise with our Public Rights of Way Section (Contact: Sean Hanratty on Tel: 01978 729761) on this matter.

I therefore have no objections to the proposed development and recommend any permission include the following conditions :-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD NO GATES

033R There shall be no gates or other means of enclosure across the vehicular access point

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