MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0879	**Your Ref:**	P/2025/0879
Date:	19/01/2026		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD O SWYDDFA (DOSBARTH B1) I ANNEDD (DOSBARTH C3) A CODI WAL FFIN / CHANGE OF USE FROM OFFICE (CLASS B1) TO DWELLING (CLASS C3) AND ERECTION OF BOUNDARY WALL

RUABON RAILWAY STATION, STATION ROAD, RUABON, WREXHAM, LL14 6DL

I refer to your consultation / email dated 01/12/2026 in respect of the above.

Access

The proposed development site is located on Station Road which is an unclassified road (one way) subject to a 20mph speed limit. Based on typical speeds of 20mph, any existing / propose access would require a visibility splay of 2.4 x 25m in the south westerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing / proposed access is adequate providing a splay in excess of 2.4 x 25m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is only required in this direction given the current one-way system in operation along Station Road. **The LHA recommend that the required splay is indicated on a suitably scaled layout plan.**

Given the location of the site in respect of the existing railway station and bus stop there is likely to be a significant number of pedestrians walking along this section crossing the access to this property. The LHA would therefore recommend that any proposed / existing access provides adequate pedestrian visibility. This requires splays of 2.4 x 3.3m in both directions measured from the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

Hedging / shrubs have been planted either side of the access which restricts pedestrian visibility. Adequate pedestrian visibility was previously available when the access served the office car park.

The LHA recommend that a suitably scaled plan is submitted which indicates the required pedestrian visibility splays at the access as detailed above.

The existing / proposed access is 5.4m wide and surfaced with hard bound materials which is considered acceptable. However, gates have been erected across the access at approximately 3.4m behind the edge of carriageway which is not acceptable. **The LHA recommends that no gates are erected across the access.**

Parking & Turning Provision

The proposed 3 bedroom dwelling would require a maximum of 3 car spaces in accordance with LPGN 16 requirements. The sketch provided in the submitted Design & Access Statement indicates 3 no. spaces which are considered adequate. Adequate space appears available for cars to turn within the site.

Conclusion

In conclusion, the LHA request the following additional information:-

- **Visibility**
  Visibility from the existing / proposed access is adequate providing a splay in excess of 2.4 x 25m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is only required in this direction given the current one-way system in operation along Station Road. **The LHA recommend that the required splay is indicated on a suitably scaled layout plan.**

- **Pedestrian Visibility Splays**
  Given the location of the site in respect of the existing railway station and bus stop there is likely to be a significant number of pedestrians walking along this section crossing the access to this property. The LHA would therefore recommend that any proposed / existing access provides adequate pedestrian visibility. This requires splays of 2.4 x 3.3m in both directions measured from the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

  Hedging / shrubs have been planted either side of the access which restricts pedestrian visibility. Adequate pedestrian visibility was previously available when the access served the office car park.

  The LHA recommend that a suitably scaled plan is submitted which indicates the required pedestrian visibility splays at the access as detailed above.

Supplementary Notes

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

KW Edwards
Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical