

Architects Report

Project: P1393 | REDEVELOPMENT OF FORMER TOWYN TOILET BLOCK
Subject: PRE-APPLICATION REPORT RESPONSE
Date: 04 | 01 | 2026
Doc No: TTB-SAL-XX-XX-RP-A-0001-S2-P01
Report No: 01_V2

1.00 Flood Risk

Natural Resources Wales has confirmed that a Flood Consequences Assessment is not required for this proposal. The scheme will nonetheless incorporate proportionate flood resilience measures in line with TAN15 guidance, including the use of durable and water resilient internal finishes at low level, raised electrical services where practicable, and detailing to limit water ingress. The layout and fabric strategy will follow the principles set out in the CIRIA property flood resilience guidance referenced by NRW, ensuring the development remains safe and resilient for its intended less vulnerable use.

2.00 Highways and Pedestrian Access

The pedestrian access arrangement has been revised to address the concerns raised. Safe pedestrian movement will now be provided along the southern side of the building, as shown on the submitted site plan, between the building frontage and the car park access road. To reinforce pedestrian safety and provide clear segregation from vehicular movements, it is proposed to introduce a low level physical barrier such as bollards or a continuous guard rail along the edge of the footway. This will be designed to maintain visibility and accessibility while clearly defining pedestrian space.

No items associated with the operation of the business will be placed on or obstruct the adopted highway at any time. Surface water disposal will remain via the existing drainage arrangements serving the site, with no increase in discharge onto the public highway. All surface water will be managed within the established drainage network associated with the former public conveniences.

4.00 Deliveries and Servicing

All servicing and deliveries will take place off the public highway and will not occur from Sandbank Road. Deliveries will be undertaken from the adjacent car park, with vehicles utilising pay and display parking in accordance with the existing arrangements. Servicing will be scheduled outside of peak daytime trading hours wherever possible to minimise disruption, with delivery frequency increasing modestly during the busier tourist season.

The car park height restriction of 1.93 metres will be accommodated by the use of a small panel van such as a Ford Transit Connect or equivalent.

Staffing levels will be modest, with a maximum of four staff members on site at any one time.

5.00 Design Rationale

The existing building was constructed as a public toilet block and was not designed to function as a retail unit. Its current size, internal layout and servicing constraints do not meet the operational requirements of the proposed use. The extension is therefore necessary to provide a viable and functional retail space, allowing the building to be effectively repurposed and its long term use secured. The proposals represent a clear enhancement to the appearance and usability of the structure, enabling it to positively contribute to the vitality of the district centre.

6.00 Trees and Arboricultural Matters

A detailed Arboricultural Impact Assessment has been submitted in support of the proposals. The assessment confirms that three trees require removal to facilitate the development, comprising two category B semi mature oaks and one category C hawthorn, all of which are in direct conflict with the proposed building footprint. No category A trees are proposed for removal.

The report concludes that retaining these trees would necessitate excessive pruning and ongoing management to the detriment of their long term condition and contribution. To mitigate this loss, the scheme includes replacement planting of five new trees within the site, resulting in a net gain in tree numbers and improved species diversity. Protective fencing and construction exclusion

zones are proposed in accordance with BS5837 to safeguard retained trees throughout the construction phase.

7.00 Green Infrastructure Statement

A Green Infrastructure Statement will be submitted as a separate document. This will demonstrate how green infrastructure considerations have been integrated into the scheme in a manner proportionate to the scale and nature of the development.

8.00 Construction Traffic Management Plan

A Construction Traffic Management Plan will be submitted as a separate document.

9.00 Signage

The comments relating to signage are noted. Any signage associated with the development will be designed and positioned in accordance with the Highway Authority requirements, will be bilingual, and will avoid any impact on pedestrian movement or highway visibility.