HIGHWAYS RESPONSE

OAK VIEW, CHAPEL LANE, BRONINGTON, WREXHAM

1.0 INTRODUCTION

1.1 This response statement has been prepared by Cassidy + Ashton and is submitted to address the points raised by Highways as part of the consultation process.

1.2 The response is submitted on behalf of Mr Davies & Mrs Griffiths regarding Application Ref. no. P/2024/1110 at Oak View, Chapel Lane, Bronington, Wrexham SY13 3HP.

1.3 The application is for the following:

Change of use of land and siting of glamping pods (8no.), including ground-mounted solar array

2.0 HIGHWAYS COMMENTS

2.1 The following outlines the queries raised by the Highways Officer at Wrexham Council.

2.2 Cassidy + Ashton have provided a response on behalf of the applicant following the comments.

PARKING STANDARDS

2.3 The Highways Officer noted that there are 8 no. proposed glamping pods, each proposed to be 2 no. beds sleeping a total of 4 no. people. Consequently, 2 no. car parking spaces should be provided per pod to comply with the WCBC car parking standards.

The proposed development is small in scale with the pods able to sleep 4 no. people within 2 no. beds. The pods are aimed at families and couples who would be expected to share transport and travel to and from the site in 1 no. car.

The pods will be marketed with clear information that there is only 1 no. allocated car parking space per pod and as such, visitors to the site will be required to travel to site in 1 no. car.

CYCLE PARKING

2.4 The Highways Officer noted that no detail has been provided in relation to cycle parking and the LHA suggest some would be advisable.

The proposed development has since been reviewed and now includes 3 no. cycle spaces within the proposed car park as indicated on the below updated proposed site plan. Provision of 3 no. cycle spaces meets the WCBC cycle parking standards which require 1 no. cycle spaces per 10 no. bed spaces. As the proposal can accommodate 24 no. people, the cycle space provision exceeds this standard.

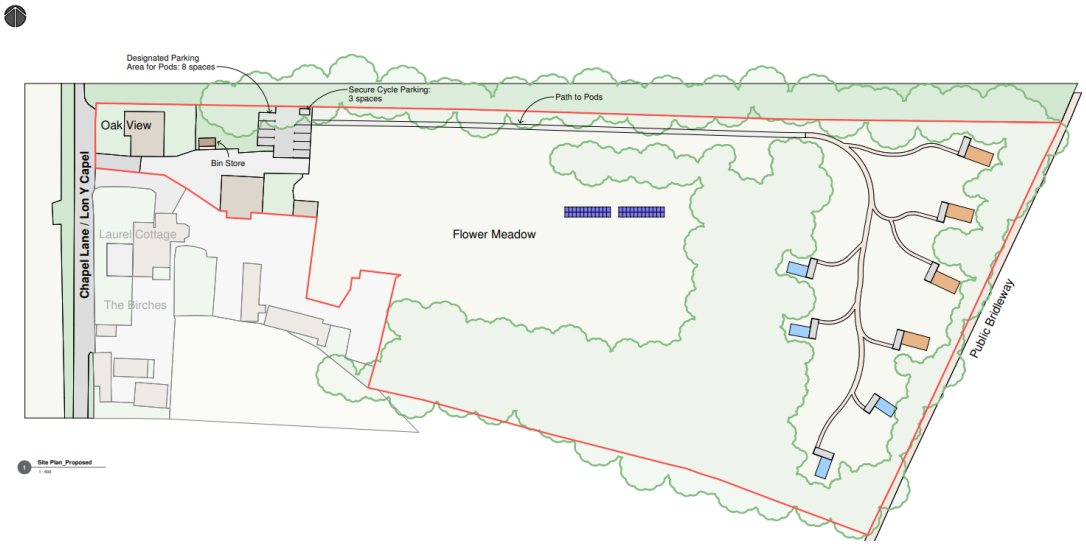


Figure 1 – Updated Proposed Site Plan {source: Cassidy + Ashton}

TRIP GENERATION/PASSING PLACES

2.5 The Highways Officer noted that the section of Chapel Lane is narrow in nature and cannot accommodate the passage of two vehicles and would benefit from suitable passing places. It was noted that no information had been provided in relation to proposed trip generation, but the pods would constitute a significant increase from the existing trip generation.

Whilst it is acknowledged that Chapel Lane is a narrow, single track road, there are sufficient passing spaces located down the road as identified in the aerial image below.

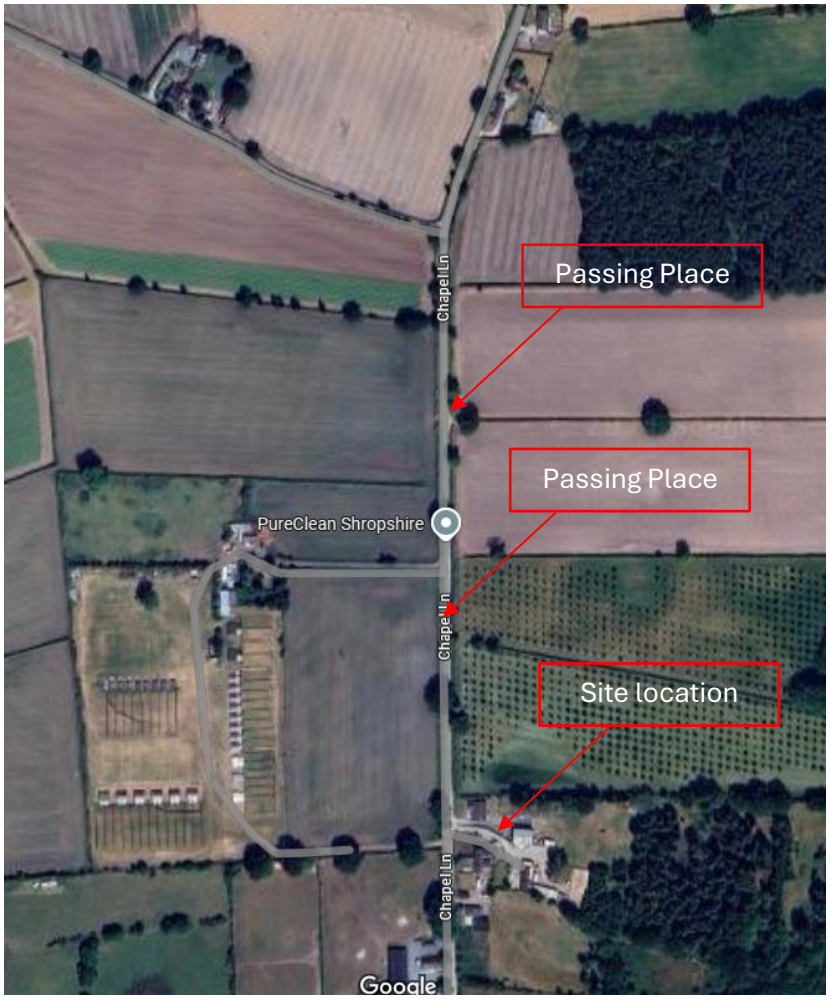


Figure 2 – Identified Passing Places {source: Google Maps}

Chapel Lane is principally a straight road with very good forward visibility where cars travel slowly due to the quality of the surface. Consequently, there is sufficient opportunity for vehicles to identify suitable passing places when approaching each other.

The current volume of vehicle trips on Chapel Lane is from the existing properties of which there are approximately 14 no. dwellings. Based on the rural setting, these properties are likely to travel via private car. With an expected increase of 8 no. vehicles from the proposed development, this would represent a 57% increase in vehicle traffic numbers assuming each existing property uses only 1 no. car. In addition, there are a number of existing businesses already located down Chapel Lane which result in significant traffic from heavy trucks, trailers and tractors. The neighbouring property is the location of a haulage company which requires the daily coming and going of large trucks for its business operation. There is also a tree nursery site on Chapel Lane which requires large tractors and trailers to transport harvested trees. These businesses illustrate that Chapel Lane already accommodates significant traffic and vehicles of much greater size than the anticipated cars visiting the proposed development.

The site was previously used as a productive market garden and peat harvesting operation which generated notable vehicle traffic for deliveries, collections and other visitors. Chapel Lane sufficiently accommodated the vehicle traffic associated with the historical use of the site as a market garden and supported a higher volume of comings and goings than its current use as a residential property and the proposed use as a glamping site. Therefore, the proposed increase in traffic volume can be accommodated by Chapel Lane and will not result in any adverse impacts to the road or surrounding area.

The proposed development is intended to accommodate visitors who are outdoorsy and will enjoy local walks and surrounding countryside. The target guests are those who wish to walk or cycle in the area and be within the natural environment. Consequently, it is anticipated that once visitors have arrived, they are unlikely to be moving vehicles multiple times per day and rather exploring the area on foot or by bike minimising additional trip generation.

BIN STORE

2.6 The Highways Officer noted that the bin store is located in the rear field which is a concern as the location does not comply with the Councils waste management standards which state a WCBC refuse vehicle may choose not to access a private road, will reverse no further than 12m and the maximum distance an operative will walk is 15m.

The location of the bin store has been considered following this query and is now located behind Oak View house adjacent to the car park. This is indicated within the updated proposed site plan (Figure 1). This is considered an appropriate location for the bin store as the client will take the bins from the store to the road to allow the refuse vehicle to collect the waste. This is in line with the existing arrangements for waste collection down Chapel Lane. Visitors to the site will be instructed to take their waste from the pods to the bin store on exit of the site after visitation as they return to their vehicles.

ROAD CONDITIONS

2.7 The Highways Officer noted the poor condition of the unadopted road as a single track with loose bound gravel surface.

The nature of Chapel Lane is a single track lane with a gravel surface. However, the presence of existing businesses on Chapel Lane indicates that the road can accommodate significant vehicle traffic safely. The proposed development is small scale in nature with only 8 no. additional vehicles anticipated, which is a small increase in the existing vehicle traffic down the lane. The neighbouring property is the location of a haulage company which requires the daily coming and going of large trucks and neighbouring residential properties are accessed regularly by private car. Consequently, the road condition is considered appropriate for accessing the site by private car.

3.0 CONCLUSION

3.1 Cassidy + Ashton have prepared this response to the Highways Officer comments in support of the planning application ref. P/2024/1110.

3.2 This note provides justification as to the provision of car parking spaces and outlines the anticipated trip generation as a result of the proposed development.

3.3 It is considered that appropriate measures have been implemented to mitigate the concerns regarding the bin store and provision of cycle parking.

3.4 Consequently, it is requested that this response and the appended updated site plan is considered in the determination of the planning application.