MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/MZ/P/2024/1110 Rev 1	**Your Ref:**	P/2024/1110
Date:	02/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR A GOSOD 8 POD GLAMPIO, YN CYNNWYS ARÁE PANELI SOLAR AR Y TIR / CHANGE OF USE OF LAND AND SITING OF 8 GLAMPING PODS INCLUDING GROUND MOUNTED SOLAR ARRAY

LOCATION: OAK VIEW, CHAPEL LANE, BRONINGTON, WHITCHURCH, SY13 3HP

I refer to your consultation / email dated 21/11/2024 in respect of the above.

It is the LHA's understanding that the proposals are for the change of use of land and siting of 8 glamping pods including a ground mounted solar array.

The information submitted within the application form states that there is a change of use from residential and amenity land, so at present it is understood that the existing land is just associated with the existing residential dwelling.

No new or altered vehicular or pedestrian access is proposed as part of the plans and there are no new public rights or way or diversions / extinguishments to the existing ones.

The site is accessed from Chapel Lane which is a private road in Bronington. Chapel Lane is a single track with loose bound gravel surface and several passing places, one of which is located opposite the site access. No car parking is indicated on the plans for the existing residential dwelling, however, a site visit confirmed some parking infront of the barn. Parking for all existing units should be clarified.

The nearest bus stop is located a kilometre north of the site in Bronington, the stop is serviced by routes to Whitchurch and Wrexham. There are no footways on Chapel Lane however to provide dedicated and safe routing to the bus stop. The closest railway station is 5km from the site in Whitchurch which frequent services to Crewe, Shrewsbury, Manchester, Cardiff and Carmarthen. The site is not seen as sustainable, and for residential use, TAN 18 states in 3.2 that where a development proposal is assessed as having relatively poor accessibility this may be sufficient grounds to refuse planning permission where this does not support the accessibility objectives set out in the development plan.

Whilst there is no speed limit in place on the private road, the LHA witnessed vehicles travelling quite slowly due to the loose bound gravel surface and feels that visibility of 2.4m x 25m is appropriate at the site entrance.

The proposed glamping pods number 8 and each is proposed to be 2 bedroom, sleeping 4. On this basis 2 car parking spaces should be provided per pod to comply with the WCBC car parking standards. The proposals include just 8 spaces and no spaces are outlined or detailed for the existing residential use which should be further clarified. The LHA does not accept the arguments given for the provision of just 1 car parking space per pod.

An area is indicated for 3 secure cycle parking spaces, but the LHA would request that individual lockers would be required as those visiting with bikes may not all be from one party.

This section of Chapel Lane is narrow in nature and cannot accommodate the simultaneous passage of two vehicles and would benefit from suitable passing places. Further information has been provided with a map indicating two passing places, but site accesses are not deemed acceptable as formal passing places.

No information has been provided in relation to the proposed trip generation, but a cursory look at Chapel Lane indicates approximately 20 dwellings / farms accessed from the road. The proposed additional eight glamping pods / dwellings would therefore constitute a significant increase from the existing trip generation on Chapel Lane which is of concern to the LHA considering the nature of the road. The applicant has not provided a formal survey by an independent body or any TRICS data for the proposed or existing uses along the road, but indicates that the trips will be an approximately 57% increase on the existing trips. The LHA is concerned that the existing highway albeit private, is not fit for purpose for the potential increase in traffic that could result from the proposals. Furthermore, the applicant has assumed that the existing dwellings are only serviced by one vehicle each, it is highly unlikely that this is a robust assessment.

The proposed bin store for the pods has been relocated to within 30m of the private road which now complies with the Councils waste management standards which state that the maximum distance an operative will walk is 15m and the same distance for residents.

Given the poor condition of the unadopted road, the lack of passing places available on Chapel Lane and the significant increase in trips as a result of the proposals the LHA feels it would be difficult to support the proposed development in this instance.



on behalf of Chief Officer, Environment & Technical