

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Tyler Fox
Our Ref:	ET/DC/PP/P/2023/0621 (Res 2)	Your Ref:	P/2023/0621
Date:	09/02/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ESTYNIAD UNLLAWR, CODI R BONDIO I FFURFIO ARDAL STORIO / ORFFWYSO AR Y LLAWR CYNTAF / SINGLE STOREY EXTENSION, RAISING OF EAVES TO FORM FIRST FLOOR STORAGE/REST AREA

BRONINGTON VILLAGE STORES SCHOOL LANE BRONINGTON WHITCHURCH WREXHAM
Grid Ref: E 348772 N 339449

I refer to your consultation / email dated 05/02/2023 in respect of the above.

Access

The proposed development site is located on School Lane which is subject to a 20mph speed limit.

Any existing / proposed accesses serving the site would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. The existing shop has 2 access points onto School Lane at the front and onto Bronington Park to the side.

Visibility from the existing 5.5m wide dropped kerb access onto School Lane is adequate in the westerly direction being in excess of 2.4 x 25m measured to the nearside edge. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 9m measured to the nearside edge. Visibility is restricted in this direction in that the required splay would need to cut across 3rd party land.

Visibility from the existing 4.3m wide access onto Bronington Park is adequate providing splays in excess of 2.4 x 25m measured to the nearside edge in both directions.

The submitted block plan received on 05/02/2024 indicates that the existing School Lane access will operate as an "in only" access with vehicles exiting only via the existing access off Bronington Park. **I would recommend that details of the proposed signage on both access points are submitted. No private signage shall be located in the adopted highway.**

Parking Provision

The area fronting the site appears to be used as the main parking area (up to 3 cars) with a small area of hardstanding on the opposite of Bronington Park providing 2 parking spaces. I assume any deliveries typically park on the main hardstanding fronting the shop to offload goods.

Based on LPGN 16 requirements, the existing shop (Class A1 Use - 78m²) would require a maximum of 5 spaces for which the existing parking provision would be considered adequate. Based on LPGN 16 requirements the additional 70m² on the first floor could potentially require a maximum of 5 additional spaces if the additional storage space comes under Class A1 Retail Use. However, I understand that the proposed first floor extension will only serve as additional storage and will be an ancillary use for which I understand LPGN 16 does not require additional parking provision.

The submitted block plan received on 05/02/2024 indicates that the existing parking bays on the opposite side of Bronington Park (unadopted) will be extended to accommodate an additional 2 spaces equating to a total of 7 parking spaces which is considered adequate. The applicant proposes to widen the existing dropped kerb to accommodate these spaces. I understand that Bronington Park is unadopted. I assume that the applicant would need to contact the developer of the site (Castlemead) to obtain consent to modify the kerb / footway in this location.

Conclusion

Subject to the submission of signage details for both access points I would raise no objections to the proposed development on highway grounds.

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