

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0792	Your Ref:	SH/P/2022/0792Res(1)
Date:	23/09/2022		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL ANNEDD BRESENNOL A CHODI ANNEDD NEWYDD / DEMOLITION OF EXISTING DWELLING AND ERECTION OF REPLACEMENT DWELLING

WILLMORE THE CHEQUER BRONINGTON WREXHAM **Grid Ref: E 349174 N 340544**

I refer to your consultation / email dated 14/09/2022 in respect of the above.

Access

The development site is located on the A525 Whitchurch Road which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing accesses along this section would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Any proposed / existing access would also normally be required to provide adequate forward visibility providing a stopping sight distance (SSD) of 120m for vehicles approaching from the west to vehicles waiting turn right into the site.

Existing / Proposed Access

Visibility from the existing access appears adequate providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

However, forward visibility for vehicles approaching the site from the west appears inadequate providing a SSD of approximately 90m. It would appear that the required splay would need to cut across 3rd party land on the inside of the bend.

The existing access at the western end of the site is approximately 4.3m wide and is surfaced with loose bound materials. Gates are proposed at approximately 6.7m behind the adjoining highway which is acceptable. I would recommend that the existing access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

The applicant is intending to create a secondary access off the existing field access to the north east. However, this is only approximately 3m wide, unsurfaced and is also the route of an existing public footpath Bronington – no.8 PROW. Visibility for such an access onto the A525 would have the same issue of inadequate forward visibility. I would therefore be unable to support such an access.

Parking and Turning Provision

Adequate parking and turning provision will need to be provided for the proposed dwelling.

I understand that the applicant is unsure at this stage as to the number of bedrooms proposed but I assume it is likely to be a 3 bedroomed property. The applicant did refer to having an additional bedroom within the proposed garage building. I assume that this will be classed as ancillary to the property and be conditioned accordingly so it cannot be sold off as a separate dwelling in the future.

The applicant has advised that he will provide a revised layout plan to indicate at least 3 parking spaces plus 6m turning provision behind each space. I would recommend that such a plan is annotated with the dimensions of the proposed spaces along with any turning space.

Given the location of the site, I would recommend that parking provision is provided in accordance with LPGN 16 maximum requirements.

Supplementary Notes

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

Note to Applicant:

Public Footpath No.8 - Bronington passes alongside the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.



Chief Officer, Environment & Technical