MEMORANDUM

From: Sean Hanratty
Senior Definitive Map Officer

To: Matthew Phillips
Head of Service
Development Management

Our ref: P/2024/1466

Your ref: P/2024/1466

Date: 08 November 2024

P/2024/1466 LAND AT LOWER BERSE FARM, RUTHIN ROAD, WREXHAM, LL14 4HP

OUTLINE APPLICATION FOR ERECTION FOR 1450 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED)

This proposed development affects a number of public rights of way crossing the site:

Bersham 3/Wrexham 21 - bridleway

Our preference would be for the surface of the route to remain as it is, and whilst boundary features are the landowner's responsibility, in order to retain the character of the route we would wish to see the hedges either side of the route retained and improved with no further openings/access points between the bridleway and the development other than the two access roads crossing the bridleway. Where the bridleway runs adjacent to the central play provision (point 18 on the Masterplan Framework (Drawing Number PS9730.001l) we would wish to see 1.2 metre estate-style fencing on the play provision side to prevent degradation of the hedge line through informal access between these two areas.

Where the bridleway crosses the access roads, we would require users of the bridleway to have priority at these points.

If the upkeep of the development's green spaces is to be through a management agreement, the bridleway should be part of this agreement and should include strimming twice a year and regular litter picking on the route.

It is noted that there is a proposal to close Berse Lane and Homestead Lane to vehicles and we would support this proposal. However if Berse Lane remains open to vehicles we would wish to see the western end of the bridleway linked into the estate road which joins Development Parcel J with Parcel N (point 20 on the Masterplan Framework) and also a bridleway link running south from Parcel N to meet Bersham Road.

Bersham 4 – Northern section – footpath

We are amenable to the retention of the footpath on its current alignment and running through a green corridor, and although it is not entirely clear from the Masterplan Framework, presumably the footpath will run concurrently with the proposed walking and cycling route which we assume will have a tarmac surface. If footpath and cycle use is to be segregated, we would require at least two metres for pedestrians.

Bersham 4 – Southern section – byway open to all traffic

The southern section of Bersham 4 (between Berse Lane and Bersham bridleway 3) is recorded as a byway open to all traffic and would cross the access road running between points 2 and 3 on the Masterplan Framework. This would effectively make Bersham 4 a through route to vehicular traffic (with the exception of a small stub between the access road and bridleway 3). I think it would be prudent to retain the current unsurfaced state (particularly the section between Bryn-moel and bridleway 3) to discourage use by mechanically propelled vehicles (MPVs). The alternative would be to extinguish rights for MPVs whilst retaining private MPV rights for access to properties that may currently be relying on byway rights for access.

If Berse Lane is to be closed to vehicular traffic, this would prevent legal MPV use of the Bersham 4 (it would be a dead end at both ends to MPVs), and we would therefore wish to see MPV rights extinguished over the route, with the route retained as either a restricted byway or bridleway (depending on the rights removed from Berse Lane).

Bersham 5 – footpath

We would require the stile at the junction with Bersham 4 to be removed and a gap left.

Sean Hanratty
Senior Definitive Map Officer