

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0742 **Your Ref:** JK/P/2021/0742
Date: 18th November 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 439 Owl Cottage, Millbrook Lane, Bangor on Dee, Wrexham.
Development: Creation of menage.

I refer to your consultation / email dated 09/11/2021 in respect of the above.

Access

The proposed development site is located on the junction of Brynhovah Lane / Millbrook Lane which are both narrow, rural, unclassified roads subject to a 60mph speed limit. However, I would estimate typical speeds at being around 25mph for vehicles along this section given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the road given the narrow carriageway width along this section.

I understand that the access to the site during construction will be via the existing field entrance off Millbrook Lane which will be closed up once complete. Once constructed, the menage will be accessed through the existing access serving Owl Cottage located on the junction of Brynhovah Lane / Millbrook Lane.

Field Access (off Millbrook Lane)

This access currently provides a visibility splay in excess of 2.4 x 43m in the south easterly direction measured to the centreline of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 23m measured to the centreline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow. Ideally, it would be considered beneficial to improve visibility from this access by trimming back the hedgerow. I assume that any movements associated with the construction of the menage will be relatively low and over a short duration.

The access is approximately 3.5m wide and gated 6.4m wide behind the edge of carriageway. The access is unbound / grassed. Given the temporary nature of this access, I would recommend that the applicant submits a suitable Construction Traffic Management Plan (including provisions for contractor parking). I would recommend that any submitted CTMP includes:-

- appropriate details of warning signage (Welsh over English)
- Details of contractor parking & turning arrangements
- Measures to ensure no mud etc. is carried onto the highway
- Statement that no contractors will park on the adjoining highway
- Statement that gates will remain open during day for access to contractor vehicles.
- Statement that highway verge will be reinstated / seeded to an acceptable standard once works are complete.

I would recommend that the applicant liaises with our Traffic Section for further advice on the content of any CTMP.

Main Access – Owl Cottage

Given the proximity to the junction of Brynhovah Lane / Millbrook Lane, typical speeds are likely to be around 20mph for vehicles approaching from the west and 15mph for vehicles approaching from the south east. Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in the westerly direction and 2.4 x 18m in the south easterly direction measured to the centreline of the adjoining highway in accordance with Manual for Streets.

This access currently provides a visibility splay in excess of 2.4 x 33m in the westerly direction measured to the centreline of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 6m. Visibility is impeded in this direction by the existing fence / hedgerow. Ideally, it would be considered beneficial to improve visibility from this access by trimming back the hedgerow / setting back or lowering fence. However, I assume that any movements associated with the menage will be relatively low once complete as it will be for personal use only.

The main access is 3.3m wide and gated at around 2.5m behind the edge of carriageway. Given the location of the access (ie/ on the junction) I would suggest that the applicant considers potential improvements ie/ improve visibility, widening of access, setting gates back to allow a car plus horsebox to sit clear of the adjoining highway. However, I assume that any movements associated with the menage will be relatively low once complete as it will be for personal use only.

If the proposed development is considered likely to increase movements through this access, then I would recommend that the existing gates are setback, access surfaced with hard bound materials and visibility improved to meet the above requirements. However, this is an existing access and it may be considered that the menage (personal use) will not result in any significant increase in vehicle movements at the site.

Parking and Turning Provision

Parking and turning provision at the site is considered adequate.

I therefore advise you that I have no objections to the proposed development on highway grounds and recommend any permission includes the following conditions:-

CONDITIONS

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

ZG22 MANEGE FOR PRIVATE USE

NONSTD The manege shall be used only for purposes ancillary to the use of the dwelling and shall not be used as a riding school or for any other business purposes.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer Environment & Technical