

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0539 **Your Ref:** SEH/P/2019/0539
Date: 22nd August 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 498 395 Conery Lane Farm, Conery Lane, Bronington, Wrexham.
Development: Construction of menage.

I refer to your consultation / email dated 09/08/2019 including additional information provided by the applicant in respect of the above.

Access

The proposed development site is located Conery Lane which is a narrow, rural, unclassified road 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.

There would appear to be 3 no. existing access points, one serving the dwelling providing off road parking for around 2 cars, a second access on the northern side of the site where the horse-box vehicle is typically parked and a gated paddock access which I assume will be the main access serving the menage.

The main access at the northerly side of the site reduces in width to approximately 2.8m at 6m behind the adjoining carriageway. Visibility from this access is adequate providing splays in excess of 2.4 x 33m in both directions measured to the centerline of the adjoining highway.

I would recommend that no gates are erected within 10m of the adjoining highway.

There would appear to be sufficient turning space for the horsebox to turn within the curtilage of the site.

The property was previously a small holding. I understand that the applicant previously kept her horses at a site several miles away and visited this site twice a day. It is therefore likely that having the horses on site has reduced the number of vehicle movements made by the applicant.

I understand that the previously erected stables (ref: P/2017/1016) are limited by condition to personal (non-commercial) use. **I would recommend that a similar condition is included as part of any consent for the menage.**

The access fronting the proposed menage is approximately 5m wide and gated 1.8m behind the adjoining carriageway. The access surfaced with loose bound materials.

I assume that this existing agricultural access may well need to provide access to a horsebox / trailer or tractor / trailer. If this is the case, I would normally recommend that any proposed access is gated a minimum distance of 10m behind the adjoining highway and surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. I understand that the applicant is proposing to hard pave the menage access which would be beneficial.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 8m in both directions measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow. However, I understand that the applicant is proposing to maintain the hedgerow and improve visibility from this access.

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 will not result in any significant increase in vehicle movements at the site. The applicant has indicated that vehicle movements through this access typically average 2 to 4 movements per month which is considered to be insignificant.

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.

Supplementary Notes

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

Peter Doran

PD Chief Officer Environment & Technical