

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0496 **Your Ref:** SJG/P/2022/0496
Date: 8th June 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 473 387 Glebe Farm, Bronington, Whitchurch.

Development: Creation of car parking area (in retrospect).

I refer to your consultation / email dated 30/05/2022 in respect of the above.

General

I understand that a previous consent ref: P/2006/0686 (Change of use of land and buildings from private use to livery yard) allowed the original stables on site to be used commercially but did not include the menage.

As part of this consent the applicant was required to construct 2 no. passing places along Glebe Lane to assist with the passage of vehicles given its narrow nature.

I understand that the previous consent ref: P/2018/0657 (Construction of menage - in retrospect) was intended for personal use as well as in conjunction with the existing business.

I understand that application ref: P/2021/1002 was recently submitted to clarify the issue of the site being permitted to use the existing stables and menage for commercial purposes and from time to time used for special equestrian events.

Parking Provision

The applicant has recently constructed a new 7.1m wide access at the northern end of the site to serve a newly formed area of hardstanding / car park which has been surfaced with loose bound materials to accommodate visitors to the site ie/ horseboxes and cars.

I would estimate typical speeds along this section at being around 25mph approaching from the north and 30mph approaching from the south given the geometry of the road. Based on such speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m to the north and 2.4 x 56m to the south measured to the centerline of the adjoining highway. Visibility can be relaxed to the centreline of the road given the limited carriageway width along this section. Visibility from this access is adequate in both directions providing splays in excess of these requirements.

The access is surfaced with loose bound materials and is gated at approximately 2.7m behind the adjoining carriageway. I would normally recommend that the access is surfaced with hard bond materials for a minimum distance of 5m behind the adjoining carriageway with any gates being setback at a minimum of 10m behind the adjoining highway. I assume that the gates will be left open throughout the day during normal opening hours and when any events are taking place. **If this can be controlled by a suitable condition, then it would be considered reasonable to maintain the gates in their current position.**

The applicant will need to apply for retrospective s.184 consent from the Highway Authority in respect of the newly formed access.

I understand from the applicant that typical events / competitions could typically attract up to 25 horse trailers and around 10 cars. There would appear to be ample space within the new hardstanding / car park area to accommodate such vehicles clear of the adjoining highway.

Based on the potential traffic movements the business could generate and the narrow nature of Glebe Lane, it would seem reasonable to request a suitably worded condition that requires the applicant to utilize an appointment only system that staggers vehicle movements to the site in respect of both stables / menage use and equestrian events. Such a condition could also limit the number of vehicles present on site at any one time.

Assuming the above condition can be included, I would recommend any permission include the following additional conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ18 VISIBILITY SPLAYS (CENTRELINE)

026R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres to the north and 2.4 metres x 56 metres to the south measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD GATES

033R The gate(s) serving the car park shall be kept open during operational hours.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ39 VERGE CROSSING

026R Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Supplementary Notes

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

Note to applicant

The applicant has constructed a verge crossing at the development site and will need to apply for formal consent pursuant to Section 184 of the Highways Act 1980. Please ask the applicant to contact Jo Giles on Tel: 01978 729670 for further details.

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

Chief Officer, Environment & Technical