

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/P/2018/0979

Your Ref: MRJ/P/2018/0979

Date: 26th November 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: Maesllwyn House, Grange Road, Bronington, Wrexham.

Development: Erection of single stable building and attached store.

I refer to your consultation dated 23/11/2018 in respect of the above.

The proposed development site is located on a rural classified road subject to a 60mph speed limit. I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the east and around 25mph for vehicles approaching from the west given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in the easterly direction measured to the nearside edge of the adjoining highway and 2.4 x 33m in the westerly direction measured to the centerline of the adjoining highway. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width in this direction.

Visibility from the existing / proposed access is adequate in the easterly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 15m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing trees / shrubs fronting the property

I assume that the proposed stables will be for personal use only and not operated on a commercial basis.

The existing access is approximately 7.8m wide reducing to 3.8m at 5m behind the adjoining carriageway.

I would recommend that adequate space is provided for the turning of a vehicle plus trailer / horsebox within the curtilage of the site and parking / turning for the existing property.

I would therefore not normally support any proposed development that is likely to result in an increase in traffic movements utilising this substandard access. However, assuming that the proposed stables are for personal use, it is considered unlikely that the proposed development will result in any significant increase in vehicle movements.

I would therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

- ZJ23** **(PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained. and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.
- ZG23** **STABLES FOR PRIVATE USE**
026R The stables / machinery store shall not be used for any commercial or business purposes.

Supplementary Notes

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

Peter Costantini

PC Planning Control Manager