

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2011/0348

Your Ref: MP/P/2011/0348

Date: 20th May 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 448 439 6 The Elms, Tallarn Green, Malpas, Wrexham.

Development: Erection of stable block & retention of oil tank.

I refer to your consultation dated 19/05/2011 in respect of the above.

The proposed development site is located on The Elms which is a residential, unclassified estate road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 15 -20mph given the geometry of the road.

Visibility at the junction of The Elms onto Tallarn Green Road is adequate in the north westerly direction providing a splay in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway. However, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 15m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

The proposed access to the stable block appears to be via the existing 3.6m wide driveway which serves no. 6 the Elms. In order to accommodate any vehicles including horseboxes visiting the site, I would recommend that the existing gates currently located 2.0m behind the existing footway are setback at least 10m behind the adjoining highway.

There would appear to be 3 no. existing properties served off The Elms that have already erected stables.

Given the inadequate level of visibility at the junction of The Elms onto Tallarn Green Road, I would normally not support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access / junction. However, I understand that the proposed stables will only be used for domestic purposes and not for business use. I would therefore have no objections to the proposed development on highway grounds.

I would recommend that further details of the proposed parking and turning arrangements at the development site are submitted for further approval.

Providing that the above issues are addressed, I would have no objections to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

ZJ23
035R

(PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

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.

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NO GATES

There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

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STABLES FOR PRIVATE USE

The stables shall not be used for any commercial or business purposes.

Supplementary Notes

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



Infrastructure and Planning Manager