

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0263 **Your Ref:** PF/P/2010/0263
Date: 13TH April 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 402 505 Land to the rear of Elm Cottage, Bowling Bank, Isycoed, Wrexham.

Development: Erection of new stable block and open ménage comprising four stables, tack and hay store and horse handling yard.

I refer to your consultation dated 31/03/2010 in respect of the above.

The proposed development site is located on a narrow, rural classified road which is subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph due to the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access is adequate in the southerly direction providing a splay in excess of 2.4 x 70m measured to the centreline of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 21m measured to the centreline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the development site.

As the proposed stables and ménage are likely to result in an increase in vehicle movements through this existing substandard access, I would recommend that alterations are made to the existing hedgerow / fenceline to provide a visibility splay of 2.4 x 70m to the north measured to the centreline of the adjoining highway from the proposed access.

As the proposed development will attract vehicles towing horseboxes, I would recommend that any proposed gates are setback a minimum of 15m behind the adjoining highway.

I would recommend that the proposed access is surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 15m behind the adjoining highway.

Given the narrow nature of the roads leading to the development site and the lack of adequate passing places in this area, I assume the proposed stables / ménage will be restricted to personal use and not used for commercial purposes.

Parking and turning provision at the proposed development site appears adequate.

I would therefore recommend any permission include the following conditions:-

CONDITIONS

1. The existing / proposed access shall provide visibility splays of 2.4 x 70m in both directions measured to the centerline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with TAN 18. These splays shall be provided prior to first use of the stables/ ménage.
2. No gates shall be erected within 15m of the highway boundary.
3. The proposed / existing access shall be surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 15m behind the adjoining highway.
4. Parking provision at the proposed development site shall be in accordance with LPGN 16.
5. Suitable turning facilities shall be provided within the curtilage of the site to accommodate the turning movements of a vehicle including horsebox.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. To provide for the parking of vehicles clear of the highway.
5. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.

Supplementary Notes

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



Operational Manager Traffic & Transportation