

MEMORANDUM



From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0230	Your Ref:	PF/P/2017/0230
Date:	23 rd March 2017		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 449 439 Land adjoining The Elms, Tallarn Green, Wrexham.

Development: Erection of stable and field shelter and construction of associated hardstanding.

I refer to your consultation dated 22/03/2017 in respect of the above.

The proposed development site is located on The Elms which is a unclassified, residential 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.

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 assume that the proposed stables will only be used for domestic purposes and not for business use and a condition included to control this. On this basis, I would have no objections to the proposed development on highway grounds.

The proposed access to the stable block appears to be via an existing 3.6m wide driveway. This access already appears to serve an existing stable. However, it is not clear whether this stable is under the ownership of the current applicant and whether they use the same access. On the assumption that both stables are under separate ownership but both use the same access, I would recommend that the hedgerow alongside the access is trimmed back to maximise the available access width. This would increase the access width to approximately 4.2m.

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.

NONSTD
039R

ACCESS WIDTH

The vehicular access hereby approved shall be maintained at a minimum width of 4.2 metres for a minimum distance of 10m behind the adjoining highway.

ZJ09
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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.

ZG23
026R

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.



Mr. Service Manager Environment