

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development

Our Ref: ENV/DC/PP/2012/0591 **Your Ref:** SEH/P/2012/0591

Date: 28TH August 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 399 514 Hawthorn Farm, Holt Road, Ridleywood, Wrexham.

Development: Erection of Stable Block for Two Horses (Partly in Retrospect).

I refer to your consultation dated 22/08/2012 in respect of the above.

The proposed development site is located on the B5130 which is rural, classified road subject to a 60mph speed limit. Although vehicles may well travel up to the speed limit approaching from the south west, I would estimate typical vehicle speeds at being around 40mph for vehicles approaching from the north east given the geometry of the road.

Based on these speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m to the south west and 2.4 x 120m to the north east measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing access serving the development site is inadequate in both directions providing splays of approximately 2.4 x 48m to the south west and 2.4 x 27m to the north east measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing tree / hedgerow. I would suggest that the applicant considers carrying out some improvements along the frontage of the site to maximize visibility in both directions.

The existing access serving the developments site is approximately 4.6m wide and is gated 2.7m behind the adjoining carriageway. The access is surfaced with hard bound materials.

It is unclear from the submitted information how a horsebox and car will turn around and exit the site in a forward gear. Could you please ask the applicant to provide a suitably scaled layout plan indicating how such vehicles can turn within the curtilage of the site and what parking provision is available at the site.

I would not normally support any proposed development that is likely to result in an increase in vehicle movements through this existing sub-standard access.

I would normally recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

However, I understand that the stables are intended for personal use only. On this basis, I would have no objections to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

NONSTD STABLES FOR PRIVATE USE

026R The stables shall not be used for any commercial or business purposes.

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.

Supplementary Notes

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

Peter Douthwaite

P.D. Network and Infrastructure Manager