

MEMORANDUM

From:	Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	TH/DC/PP/2011/0849	Your Ref:	SJG/P/2011/0849
Date:	6 th December 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 393 520 Cornish Farm, Francis Lane, Holt, Wrexham.

Development: Change of use of land from use in connection with commercial horse livery to use as premises for an equine veterinary service.

I refer to your consultation dated 23/11/2011 and additional Parking / Traffic Assessment provided on 01/12/2011 in respect of the above.

The development site is located on Francis Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph along this section given the geometry of the road.

Assuming typical speeds of 40mph, TAN 18 would normally require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction above the level of the adjoining carriageway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access at the north eastern end of the site is inadequate in both directions providing splays of approximately 2.4 x 57m to the north east and 2.4 x 50m to the south west measured to the centerline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow either side of the access.

I would normally therefore not wish to support any proposed development that is likely to result in an increase in vehicle movements through this substandard access. I understand that the proposed veterinary business will utilize part of the existing barn and the annexe to the rear. The proposed development will be employing 6 no. staff members and is considered likely to result in a significant increase in vehicle movements.

The applicant may wish to carry out a speed survey along this section of Francis Lane to determine 85th percentile speeds in order to ascertain exactly what level of visibility is required from the proposed access.

The existing access serving the site is approximately 20m wide reducing to 4.3m approximately 11m behind the adjoining carriageway which is considered adequate to accommodate typical vehicles visiting the site (ie/ horseboxes). However, the existing access is surfaced with loose bound materials. I would normally recommend that such an access be surfaced with hard bound materials (ie. bituminous macadam) for at least 10m behind the adjoining highway.

Francis Lane itself is a narrow, rural lane which is typically around 2.7m wide for the majority of its length and cannot easily accommodate the simultaneous movements of 2 no. vehicles. There are very few passing places available along Francis Lane. However, Francis Lane is currently used as a short cut to and from Wrexham Industrial Estate to avoid the traffic congestion which currently occurs at the Hugmore Lane / Holt Road junction. Once the Wrexham Industrial Estate Access Road is constructed, Hugmore Lane will effectively become a cul de sac and the current use of Francis Lane as a shortcut should cease. Francis Lane is therefore likely to experience a significant reduction in traffic movements once this scheme has been completed which is likely to significantly offset the affect of any increase in vehicle movements as a result of the proposed equine veterinary service. Although, Francis Lane would benefit from the construction of a number of passing places, it is not considered appropriate for the applicant to provide such improvements in this instance.

Adequate parking and turning provision appears available within the curtilage of the development site.

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, if the applicant wishes to carry out a speed survey in order to determine 85th percentile speeds along this section to ascertain exactly what level of visibility should be provided from the proposed access and demonstrate how such splays will be provided, then further consideration could be given to this application..

Supplementary Notes

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



Infrastructure Manager