

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0734 **Your Ref:** LB1/P/2010/0734
Date: 2nd September 2010

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3898 406 Orchard Cottage, Lightwood Green, Overton, Wrexham.
Development: Erection of steel framed building for horses and foals and storage of hay and food.

I refer to your consultation dated 01/09/2010 in respect of the above.

The proposed development site is located on a narrow, rural unclassified lane subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south and 25mph for vehicles approaching from the north given the geometry of the road.

Any proposed / existing accesses would normally be required to provide visibility splays of 2.4 x 70m to the south and 2.4 x 45m to the north measured to the centerline of the adjoining highway in accordance with TAN 18. Visibility could be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

The unclassified lane leading to the development site is approximately 2.8m wide along this section and cannot easily accommodate the simultaneous passage of 2 no. vehicles. However, traffic movements along this lane are minimal and any conflict of vehicle movements along this lane are likely to be infrequent.

The proposed development site appears to be served by 2 no. existing access points on the western side of the unclassified lane :-

The first access point (to the north) is approximately 3.5m wide with gates setback approximately 5.6m behind the adjoining carriageway and is surfaced with loose bound materials. Visibility from this access is adequate in the northerly direction providing a splay of approximately 2.4 x 50m measured to the centerline of the adjoining highway. Visibility in the southerly direction is also adequate providing a splay of approximately 2.4 x 70m measured to the centerline of the adjoining highway. I would suggest that the access is re-surfaced using hard bound materials (ie/ bituminous macadam) for at least 10m (preferably 15m) behind the adjoining highway to avoid any deleterious material being carried onto the highway.

This access is used to accommodate the 10m long horsebox lorry for which adequate parking and turning space is provided to the rear of the stables.

The second access point (to the south) is approximately 3.7m wide with gates setback approximately 1.9m behind the adjoining carriageway and is surfaced with loose bound materials. Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 11m to the north and 2.4 x 7m to the south measured to the centerline of the adjoining highway. Visibility is impeded from this access by the existing hedgerow fronting the site. However, I understand that this access is never used for vehicular access and is only used for pedestrian access or those on horseback.

I understand that it is proposed to provide a new turning area for the existing horsebox vehicle behind the proposed steel framed building.

Although the equestrian business is located on a very narrow, rural classified road with limited provision for the passage of 2 no. vehicles, the business appears to generate very few vehicle movements. I understand that the proposed building will be used to shelter the existing horses on site (around 5 no.) in the winter months and approximately 13 no. additional horses which are currently kept at sites in Whitchurch and Overton. I understand that the applicant currently has to travel to and from these other sites to attend to his horses. Having all of his horses in one location is therefore likely to result in a reduction in unnecessary vehicle trips.

I would therefore have no objections to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

1. Existing visibility splays at both access points serving the development site shall be maintained / provided in perpetuity.
2. Parking provision at the proposed development site shall be in accordance with LPGN 16.
3. Suitable turning facilities shall be provided / maintained within the curtilage of the development site.

REASONS

1. To ensure that adequate visibility is provided at the proposed points of access to the highway.
2. To provide for the parking of vehicles clear of the highway.
3. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.

Supplementary Notes

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


AP Operational Manager Traffic & Transportation