

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2012/0349	Your Ref:	SJG/P/2012/0349
Date:	30 th May 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: Borrass Park Veterinary Surgery, 2 Borrass Park Road, Wrexham.
Development: Variation of Condition 4 granted under code no. P/1999/0041 to extend opening hours Monday – Friday (16:00 to 18:30). The existing times of 10:00 to 11:00 and 13:00 to 14:00 hours are to remain.

I refer to your consultation dated 16/05/2012 and revised layout plan / letter dated 28/05/2012 in respect of the above.

The proposed development site is located on Borrass Park Road which is a classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the south west and north east and around 20mph for vehicles approaching from the north west off Jeffreys Road given the geometry of the road along this section.

Any proposed access would normally be required to provide visibility splays of 2.4 x 33m to the south west and north east measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility from the proposed / existing access is adequate in both directions providing splays in excess of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway subject to the regular maintenance of the hedgerow behind the concrete panelled boundary wall. However, I would recommend that the short section of hedgerow located immediately to the western side of the access is lowered / trimmed to a maximum height of 1.0m above the adjoining carriageway to ensure visibility is maintained in this direction.

Forward visibility for vehicles approaching the development site off Jeffreys Road is adequate providing a stopping sight distance of approximately 30m. Based on typical speeds of 20mph, Manual for Streets would normally require a stopping sight distance of 25m around this bend.

The existing / proposed access is 4.6m wide and is considered adequate to serve the proposed development site.

In terms of parking provision at the proposed development site, I comment as follows:-

I understand that the property comprises of a 1 bedroomed bungalow and a veterinary surgery which has only 1 consulting room.

LPGN 16 would normally require a maximum of 1.5 spaces for the residential element of the property. For D1 – Surgery Usage, LPGN 16 would normally require a maximum of 2 spaces plus 1 space per 25m² gross floor space. Based on an estimated gross floor area of 82m², the veterinary surgery would require a maximum of 6 spaces. In total, a maximum of 8 spaces would be required to cater for both the surgery and the dwelling.

A total of 9 spaces have been indicated on the revised layout plan which is considered adequate.

I understand that the proposed surgery operates on an appointment only basis and will see no more than 6 clients per hour. I assume that the surgery will be limited to a single consulting room and will therefore only include a single vet plus assistant.

Given the relatively low increase in traffic generation as a result of the proposed extended opening hours, I would have no objections to the proposed development on highway grounds and recommend any permission include the following conditions:-

CONDITIONS

- ZJ15** **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- NONSTD** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on approved drawing dated 28/05/2012 shall be fully laid out, surfaced and drained prior to first use of the development. These areas 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 Downman

Network and Infrastructure Manager

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