

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0201 **Your Ref:** SJG/P/2012/0201
Date: 11th April 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 393 521 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 (re-submission of application code no. P/2011/0849).

I refer to your consultation dated 19/03/2012 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, a recently conducted speed survey determined 85th percentile speeds of 34mph for vehicles approaching from Holt and 35mph for vehicles approaching from Hugmore Lane.

Based on these determined speeds, Manual for Streets would normally require any proposed access to provide visibility splays of 2.4 x 51m to the north east and 2.4 x 54m to the south west measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m 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 / proposed access serving the development site appears adequate in both directions.

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.

The revised layout plan indicating parking and turning facilities within the site appears adequate. There would also appear to be the potential for 5 no. end-on parking spaces in lieu of the 2 no. spaces proposed alongside the existing driveway if required. Having spoken to one of the users of the stable, it would appear that there are only 5 individual people housing their horses in the 11 no. stables and they typically attend to their horses early in the morning ie/ before 08:00 and they are rarely at the site at the same time. Sometimes they visit the site after 17:00. I understand that the 6.7m long horsebox is used by one person 3 times per week to go to competitions. The 2 no. trailers are only used when weekend competitions occur. It would therefore appear that parking demand associated with the existing stables is relatively low and the users of the stables are never all there at the same time.

I understand that there will be 6 no. members of staff employed as a result of the equine veterinary service. However, given the way in which the proposed vets will operate, they will not always be on site at the same time therefore reducing parking demand at the site.

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

CONDITIONS

- | | |
|---------------------|--|
| ZJ18
026R | VISIBILITY SPLAYS (CENTRELINE)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 51 metres to the north east and 2.4 metres x 54 metres to the south west measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with the submitted layout plan |
| ZJ08
043R | ACCESS SURFACE (10 metres)
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway. |

Supplementary Notes

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

Peter Dornwaite

PP. Network and Infrastructure Manager