

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/1162 **Your Ref:** SJG/P/2021/1162
Date: 15th December 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 400 411 Cattle Shelter, Burgess Lane, Penley, Wrexham.

Development: Change of use of land from agricultural yard to B8 (Farm Waste Collection, Storage and Distribution – In Retrospect)

I refer to your consultation / email dated 08/12/2021 in respect of the above.

Access

The proposed development site is located approximately 1km along Burgess Lane off the A539. and is a narrow unclassified lane subject to a 60mph speed limit. I would however estimate typical vehicle speeds at around 25mph along this section given the geometry of the road.

Burgess Lane itself is a narrow rural lane being predominantly 2.8m wide with few suitable passing places. This lane is in poor condition and would not benefit from any significant increase in vehicle movements. Visibility at the Burgess Lane / A539 junction is inadequate in both directions providing splays of approximately 2.4 x 40m to the north west and 2.4 x 30m to the south east measured to the nearside edge of the adjoining highway. Visibility is obstructed at this junction by the existing hedgerow. For typical speeds of 60mph, TAN 18 would normally require such a junction to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway.

Assuming typical speeds of 25mph along Burgess Lane itself, Manual for Streets would normally require such an access to provide visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width.

Visibility from the existing gated access serving the proposed development site is inadequate in the northerly direction providing a splay of approximately 2.4 x 25m measured to the centreline of the adjoining highway. Visibility is impeded by the existing hedgerow. However, adequate visibility could be achieved by cutting back a small section of hedgerow to the side of the access. Visibility from the existing access in the southerly direction is adequate providing a splay of approximately 2.4 x 40m measured to the centreline of the adjoining highway.

Previous Planning Consent Ref: P/2018/0788 included a condition to provide visibility splays of 2.4 x 33m in both directions from the proposed access. This has not been carried out in the northerly direction.

The existing access is approximately 10m wide with gates setback only 2.4m behind the carriageway edge. The access is surfaced with loose bound materials. Any existing / proposed gates would normally be required to be setback a minimum of 10m behind the highway boundary (subject to the maximum size of vehicle visiting the site) with the first 10m of the access being surfaced using hard bound materials.

Parking & Turning Provision

There would appear to be sufficient parking and turning provision within the curtilage of the site.

Traffic Generation

If the proposed development was considered to generate any significant additional traffic movements, it would be difficult to support such an application given the narrow nature of Burgess Lane leading to the A539 junction. A scheme of formal passing places may be considered appropriate if this was the case.

I would recommend that the applicant provides details of existing / proposed daily vehicle movements to / from the site along with details of the type / maximum size of vehicle (eg/ HGV) visiting the site as a result of the development.

Supplementary Notes

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

Note to Applicant:

Public Footpath No.15 - Penley passes immediately to the north of the development site and should not be interfered with.

A handwritten signature in black ink, appearing to be 'R. H. ...', written in a cursive style.

Chief Officer, Environment & Technical