

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0788 **Your Ref:** PF/P/2018/0788
Date: 29th January 2019

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

Location: O. S Grid Ref: 400 411 Barn at Burgess Lane, Penley, Wrexham.
Development: Erection of Steel Framed Building Extension to Shelter Cattle over Winter.

I refer to your consultation received on 24/01/2019 in respect of the above.

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 22m 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.

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

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

I would normally recommend the application be REFUSED if the proposed development was considered to generate any significant additional traffic movements.

However, assuming that the proposed development will not result in any significant additional traffic movements along Burgess Lane and consent is to be granted, then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

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 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ08 ACCESS SURFACE (10 metres)

043R 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.

ZJ09A NO GATES WITHIN 10 METRES

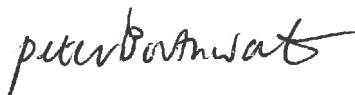
033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

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.



Planning Control Manager