

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0778 **Your Ref:** MP/P/2017/0778
Date: 28th September 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 403 401 Cheshire Cheese, Overton Road, Penley, Wrexham.

Development: Erection of agricultural building and formation of vehicular access.

I refer to your consultation dated 20/03/2017 including submitted block plan (Drg. No. SA24946/202) in respect of the above.

The proposed development site is located on the A539 Overton Road which is a classified, rural road subject to a 40mph speed limit.

Proposed Access off A539

The existing / proposed access is located on the A539 Overton Road which is a classified, rural road subject to a 40mph speed limit. Although vehicle may well travel up to 40mph approaching from the east, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the west given the geometry of the road.

Based on speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m measured to the nearside edge of the adjoining highway in accordance with TAN 18. Assuming speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the proposed access is adequate in the easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 36m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing bridge parapet wall and trees beyond.

Forward visibility for vehicles approaching from the west is adequate providing a stopping sight distance of approximately 60m.

The proposed / existing access benefits from an existing 7.5m wide dropped kerb.

I would normally recommend that any proposed shared access is a minimum of 5m wide for at least 10m behind the adjoining highway and paved with hard bound materials for a minimum distance of 10m behind the adjoining highway. Any proposed gates shall be setback a minimum distance of 10m behind the adjoining highway. Ideally the 4.5m wide (approximate) access track leading to the proposed agricultural building would benefit from being a minimum of 5m wide up to the proposed building.

It was previously considered (in respect of planning application ref: P/2017/0210) that the use of the proposed / existing access would be considered beneficial in highway safety terms as the proposal included the permanent closure of two existing sub-standard accesses off Lion Lane & the A539. However, the current application is purely for an additional storage / agricultural building and access onto the A539.

There is an existing field access served off the existing dropped kerb access.

Public Footpath No.1 - Penley (Maelor Way) appears to pass through the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

I would raise concerns in respect of the any potential increase in vehicle movements through this existing access given the limited available visibility in the westerly direction. The proposed access to the agricultural building is at an acute angle to the adjoining classified highway and any vehicles eg/ tractor & trailer approaching the site from the east are likely to need to encroach onto the oncoming lane (Penley bound) in order to access the development site which is not ideal.

It is unclear from the submitted plans as to precisely what land the applicant owns along this section. In order to support the proposed development, I would recommend that any proposed access is re-located further east in order to provide the required visibility splays (subject to the applicant having control of the land). I would recommend that any access is re-aligned at 90° to the adjoining highway. This would require widening of dropped kerbs to the east and reinstating / raising of existing dropped kerbs at the western end of the existing access. The existing substandard field access could be accessed off any modified access serving the proposed agricultural building in the interests of highway safety. **I would recommend that the applicant submits a revised layout plan indicating the above access improvements for further approval.**

Parking & Turning Provision (Agricultural Building)

Adequate parking provision appears to be provided at the development site. Adequate turning provision for a tractor & trailer (assumed maximum length of vehicle visiting the site) appears to be available within the curtilage of the site.

Traffic Generation

Could you please ask the applicant to confirm the daily vehicle movements anticipated from both the existing field access and proposed agricultural building including the maximum size / length of vehicle likely to be utilizing the proposed access. **I await the requested information.**

Supplementary Notes

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

Note to Applicant:

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petersonwaite

rv Service Manager Environment