

# Highway & Transport Report

Proposed Conversion of Outbuilding  
to Wedding Venue at Burlton Manor,  
Burlton, Shropshire. SY4 5TD

For and on behalf of:  
Mr J Milner

Assessment prepared by  
Woodsyde Developments Ltd

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## 1.0. Introduction.

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Woodsyde Developments Limited has been instructed by Mr J Milner to undertake a Highway & Transport Report for the proposed conversion of existing outbuildings to a wedding venue at Burlton Manor, Burlton, Shropshire. SY4 5TD.

The proposal is for conversion of an existing barn to a wedding venue and provision of a car parking area and overflow carpark. All access to the venue will be from the existing access serving Burlton Manor, which was substantially improved during the period when the site was used as a reclamation yard. Since closure of the reclamation yard the property has been pretty well redundant and used for storage for the vendor and it shall be noted that the site has planning consent for stable block, two menages and conversion of a former piggery building to residential dwelling, approval was granted under reference 18/03491/FUL. The proposals would be for an all year-round venue, however there would be no horse shows associated with the menages during a wedding event. In this regard traffic movements would be limited to the individual events rather than having a mix of traffic using the site access.

The proposal will be a maximum of 150 guests, but it is acknowledged that smaller weddings would also take place. In transportation terms the proposed development is considered to be small in size and as such will not likely generate a significant number of traffic movements over a number of days and the traffic is likely to be limited to certain peak times depending on the timing of the wedding, nature of the wedding, whether the wedding party is held in its entirety at the site, or the service was held at a church or other similar such venue. Given the nature of the immediate and wider highway network it is considered that there is satisfactory capacity to accommodate the likely traffic movements generated and there will not be any significant transport implications.

The National Planning Policy Framework (NPPF) advises that in general development should supported where a safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

## 2.0. Site Location.

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The site is located along the A528 between the village of Cockshutt and Hamlet of Burlton.

The access to Burlton Manor is a simple T-junction, is in the order of 5.5m wide and is provided with slightly irregular junction radii of approximately 7.5m. The access has a wide verge where hedges were set back from the previous planning permissions with visibility extending to the maximum extents of the site road frontage to the A528.

The site falls within the administrative area of Shropshire Council.



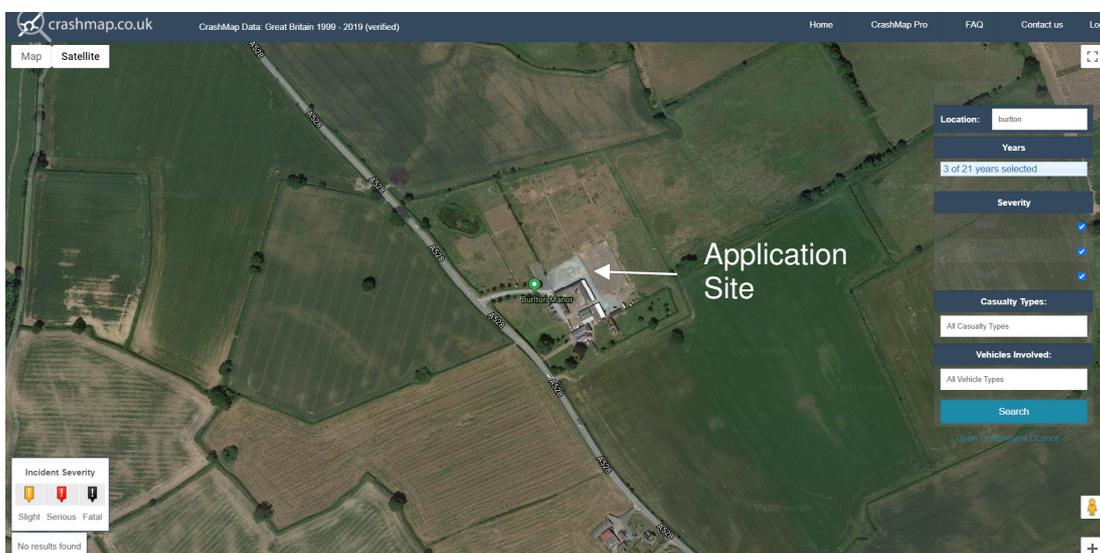
### 3.0. Highway Access.

The site is located approximately 1.5 miles north of the hamlet of Burlton along the eastern side of the A528. Burlton Manor was formally a reclamation yard which was acknowledged to be one of the larger facilities in Shropshire and attracted a high level of traffic movements both in terms of delivery, collection and visitors. The access for the reclamation yard saw a significant improvement particularly at its junction with the A528 and the hedges along the frontage to the property was set back to provide visibility splays of 4.5m x 215m plus in a north westerly direction and to the extent of the bend in the A528 in a south easterly direction being approximately 150m. These visibility splays have not been amended since that time and are indeed the maximum that can be provided along the site road frontage. It shall be noted that the A528 between Harmer Hill and Ellesmere is quite tortuous with numerous bends and has little or no lengths where overtaking manoeuvres can take place.

The junction bellmouth is of sufficient width to allow simultaneous entry and exit of traffic attracted to the site with generous junction radii constructed to allow vehicles to enter and leave the A528 without delay. We do note that the A528 is subject of the national speed limit of 60mph, but we are of the opinion that vehicles approaching from both the northwest and southeast will have travelled around a number of sharp bends and also through the 30mph speed limit in Cockshutt and 40mph speed limit through Burlton. Given these limiting factors we consider that traffic speeds will most likely be universally below the national speed limit at the extremities of the visibility splays and be more in the order of 45-50mph. In this regard therefore we consider that the visibility splays provided that are available along the site road frontage are appropriate and are compliant with current guidelines.

In terms of road safety, we have interrogated CrashMaps which is a website containing information about reported crashes from 1999 onwards, this is completely free to view details about collision locations, dates, times, and the number of casualties and vehicles associated.

Extract of CrashMaps showing incidences along the A528 and the frontage to the application site. (18.02.21)



It can be seen that there are no recorded accidents over the last 3 years and this would suggest that the access causes no issues for turning traffic entering or leaving the site.

The existing operation of facilities has space for up to 15 horses to be stabled which are either part or full livery. In addition, the site operates and runs approximately 10 unaffiliated horse competitions per year attracting typically maximum entry of 33 horses per event. These events run between 5-6 hours with traffic arriving and leaving within a 30-45minute period pre- and post-event. The largest vehicle is typically an SUV and horse trailer or 7.5 tonne horse box. These events would not occur at any time where there would be a wedding.

The proposal for the wedding venue would be all year round and would be available any day of the week or weekend. Currently it is not possible to guesstimate the number of weddings that may be attracted to the site until the business is operational. Nonetheless, the maximum guests that could be accommodated would be in the region of 150 with most of these either arriving collectively in shared transport by taxi or minibus. Given the nature of weddings currently these events would not likely occur in the peak hours but would be typically between midday and mid-afternoon. Ceremonies would take place on site if couples chose this, but the site would be available as a venue where a marriage has taken place in either church or registry office. Typically, all catering and hospitality would be from outside enterprises but again they would be on-site for set up prior to the wedding event and would not therefore clash with any traffic movements assigned to the ceremony.

Adequately satisfactory carparking would be provided immediately adjacent and north west of the building with a further potential overflow carpark provided further to the north west but would be located within a grassed paddock. There would be no intention of increasing the existing metalled surfacing for either carpark or for that matter around the building.

In overall traffic terms the worst-case scenario would be a wedding of 150 guests arriving in pairs in individual vehicles. This would result in a concentrated period of traffic over a 30-60minute period. Catering and other essential hospitality and entertainment would attract around 20 two-way traffic movements which would occur outside of the actual function where they would be setting up and taking down.

Overall therefore whilst there will be a relatively high number of traffic movements these will be split over probably 3 days and spread largely through the actual day of the wedding. We would consider that the figures identified above would be worst case scenario and it is unlikely that there would be no greater traffic generated by the other uses of the site. We would consider that the guests of the wedding would in all likelihood provide the peak traffic. However we would suggest that most if not all of the movements would be in two waves for arrivals and departures at the beginning of the wedding event and at the end. These two peak traffic movements would not likely occur at the busiest times and peak hour travel and as such we would consider that all of these movements could be safely accommodated within the highway network.

## 4.0. Conclusion.

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It has been indicated that the proposal for the wedding venue whilst attracting a reasonably high number of movements will be spread throughout a period of up to 3 days and will have no discernible or significant demonstrable harm to the safe movement and free flow of traffic on the A528.

For each event we consider that the maximum traffic would be in the region of approximately 100 two-way movements and we would not readily expect these to occur in what is considered to be the peak hours of the day in terms of traffic. Whilst there is no actual data available to compare this venture against the previous site use as a reclamation yard, we consider that the traffic generated by its previous use likely included a number of larger vehicles for both delivery and collection and a high traffic volume throughout the day and particularly at weekends.

It is considered that a safe and satisfactory vehicular access is available to serve the proposal. There will be no additional pedestrian facilities included as part of the overall proposal as the site is located in a rural location and is not the type of function where you would expect to receive pedestrians. Furthermore there is no connectivity or existing footways to either Burlton or Cockshutt.

In transportation terms, the proposals will not have a severe impact upon the local highway. Based on the analysis and assumptions provided in this Assessment, it is clear that the cumulative impacts of the development will not be severe and in all likelihood will be marginal at worst in terms of vehicular traffic to the development in the peak hours.

Indeed, it is considered that there are no significant transport related reasons why the proposed development should not be acceptable in transportation terms.