

MEMORANDUM

From: Planning Control Manager **To:** Chief Officer Planning & Regulatory
Our Ref: PR/DC/P/2019/0325 **Your Ref:** MRJ/P/2019/0325
Date: 9th May 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 428 447 Land at Mulsford Farm, Sarn, Malpas, Wrexham.

Development: Extension to existing grain store and all associated works.

I refer to your consultation / email dated 30/04/2019 in respect of the above.

Access

The proposed development site is located off Queensford which is a rural, classified road subject to a 60mph speed limit. I understand that a speed survey was recently conducted along this section of Queensford which determined 85th percentile speeds of 43.3mph for vehicles travelling in the westerly direction and 42.6mph for vehicles travelling in the easterly direction. These speeds would normally require the provision of visibility splays of 2.4 x 117m in the easterly direction and 2.4 x 114m in the westerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Based on the above speeds, visibility at the junction of Mulsford Lane (unclassified) onto Queensford (classified) is inadequate providing a splay of approximately 2.4 x 50m in the north westerly direction and approximately 2.4 x 20m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

Access to the development site is currently via Mulsford Lane through what was an existing field access. This access appears to have been widened significantly to around 15m and surfaced with loose bound materials with a stone track approximately 5m wide providing access to the development site. This access appears to have been formed without consent and encroaches onto the adjoining highway. Unbound material used to surface the access is currently spilling onto the road which is unacceptable. Our Streetscene Engineer and Planning Enforcement Section have been alerted to this situation.

However, Mulsford Lane itself is typically only 3m wide between the junction with Queensford and the site access. The site access is approximately 120m away from the junction. Given the narrow nature of the lane, it is impossible for 2 no. vehicles to pass simultaneously.

Swept Path details of a 16.5m long HGV have previously been provided in respect of planning application ref: P/2017/0799 (proposed intensive poultry installation) which indicate that such a vehicle could access the site but would need to occupy almost the entire width of Mulsford Lane to reach the development site. I previously considered the characteristics of the highway, along this section of Mulsford Lane to render it unsuitable for the size of vehicle proposed. The potential for highway conflict, possible hazard and damage to the roadside verges is likely to be significant and unacceptable.

However, no details of the size of vehicles visiting the proposed development (grain store) or existing / proposed daily vehicle movements at the site or swept path details appear to have been provided. **Could you please ask the applicant to provide this information.**

As part of the previous application ref:P/2017/0799 (proposed intensive poultry installation), the applicant had offered to close up this access and provide access to both the existing grain store and proposed poultry unit off a new access onto Queensford. This would be considered beneficial in highway safety terms. Two public footpaths are affected by the proposed development ie/ PROW nos. 4 & 14 Worthenbury. The applicant will need to discuss / agree any works which affect these existing footpaths with our Public Rights of Way Section – Contact: Sean Hanratty on Tel: 01978 729761.

I understand that an appeal for the previous application has recently been granted which requires the construction of the new access onto Queensford. It would seem that both the grain store and poultry facility are linked developments. It would seem sensible to therefore construct the previously agreed access onto Queensford and close up the existing access as part of this application in the interest of highway safety. **Could you please clarify the above issue.**

Parking and Turning Provision

Adequate parking and turning provision would appear to be available within the curtilage of the development site. I would recommend that a suitable plan is provided indicating the proposed parking and turning areas within the site.

Public Footpaths

Public footpaths nos. 4 & 14 are likely to be affected by the proposed development. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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.



 Planning Control Manager