

MEMORANDUM



From:	Service Manager Environment	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/0029	Your Ref:	MP/P/2018/0029
Date:	22 nd January 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 367 539 Hoseley Bank Farm, Hoseley Lane, Marford, Wrexham.

Development: Extensions to 2 no. existing poultry units.

I refer to your consultation dated 17/01/2018 in respect of the above.

The proposed development site is located on Hoseley Lane which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph for vehicles approaching from the north and approximately 30mph for vehicles approaching from the south given the geometry of the road.

Based on these speeds any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m to the north and 2.4 x 56m to the south measured to the nearside edge of the adjoining highway.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 45m to the north and 2.4 x 40m to the south measured to the nearside edge of the adjoining highway. Visibility to the north is impeded by the existing trees and hedgerow beyond. Visibility in the southerly direction is impeded by the existing hedgerow and is limited due to the vertical alignment of the road.

I would suggest that the applicant considers improvements to maximize visibility from the existing access.

The access itself is approximately 19m wide reducing to 4.1m at around 11.8m behind the edge of carriageway. It is not clear as to what maximum size of vehicle accesses the site or frequency of movements (either existing or proposed). Whilst there are sections of the approach roads leading to the site which give rise to concern in respect of their adequacy to safely accommodate the type of HGVs likely to service the site, their visits are likely to be relatively infrequent.

I assume that the proposed extensions are unlikely to generate any significant increase in daily vehicle movements at the site. On this basis, I would raise no objections to the proposed development on highway grounds.

Supplementary Notes

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

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W Service Manager Environment