

MEMORANDUM

From: Service Manager Environment

To: Head of Environment and Planning
FAO: Matthew Phillips

Our Ref: EP/PP/Pre/2017/012

Your Ref: ENQ/2017/0036

Date: 8th March 2017

Scoping Opinion for Intensive Poultry Unit

Mulsford Farm, Sarn, Malpas, Wrexham.

I refer to your consultation / email dated 02/03/2017 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. However, I would estimate typical vehicle speeds at being around 30mph approaching from the north west and around 40mph for vehicles approaching from the south east given the geometry of the road.

Visibility at the junction of Mulsford Lane (unclassified) onto Queensford appears adequate in the north westerly direction providing a splay of approximately 2.4 x 56m measured to the nearside edge of the adjoining highway. The provision of this splay is reliant on the regular maintenance of the existing hedgerow. However, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 22m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

It is unclear from the submitted information whether the applicant has control of the land / hedgerow to the south east of Mulsford Lane in order to offer any improvements to visibility at the existing junction.

Access to the development site is 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 4m wide providing access to the development site.

Mulsford Lane is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road. Any proposed / existing access in this location would normally require visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway. Visibility from the existing access is adequate in both directions providing splays in excess of 2.4 x 33m measured to the centerline of the adjoining highway.

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.

Any proposed access serving the site would need to be designed to cater for the largest size of vehicle visiting the site. Such an access would need to be surfaced with hard bound materials (eg/ bituminous macadam) with any gates being setback a suitable distance behind the highway boundary dependent on the length of vehicle visiting the site.

No private surface water shall be permitted to flow from the access onto the adjoining highway. An Aco drain or similar will be required across the access to intercept any private surface water run-off.

I would recommend the submission of a suitably scaled layout plan indicating how the site access will be laid out.

There are obviously issues with access locally to the site which would need to be addressed in any Transport Statement. Consideration could be given to improvements in terms of carriageway widening / passing places along Mulsford Lane and possible improvements to visibility at the junction with Queensford.

Vehicle Size / Access

The applicant will need to provide details of the maximum size of vehicle likely to visit the site once operational and during the construction phase. Given the narrow nature of Mulsford Lane, I would recommend that the applicant submits appropriate swept path details indicating how such a vehicle will negotiate the lane (in / out), enter / exit the site access itself and enter / exit the Queensford / Mulsford Lane junction.

Any larger HGVs are likely to impact on the existing highway verges.

Parking & Turning Provision

The proposed development site will need to provide adequate parking and turning facilities. Turning facilities for the largest HGV anticipated to visit the site will be required. **I would recommend that this detail is indicated on a suitably scaled layout plan.**

Traffic Movements

I assume that the proposed development will not generate any excessive number of daily vehicle movements once operational. However, I would recommend that the applicant provides details of the proposed daily vehicle movements (ie/ both cars & HGVs) anticipated as a result of the development and details of the anticipated routes to and from the site vehicles are likely to use. Examples of existing similar developments in similar rural locations could be provided for comparison purposes.

Construction Traffic Management Plan - CTMP (including provision for contractor parking)

Given the location of the site, I would recommend the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) to be submitted / approved prior to commencement.

Such a plan will need to include details of the proposed daily construction related vehicle movements (ie/ both cars & HGVs) anticipated as a result of the development over the suggested 4 month construction period.

Details of wheel washing facilities, construction signage and any traffic management measures will need to be included.

Peter O'Donoghue

PM

Service Manager Environment