

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2017/0235

Your Ref: MP/P/2017/0235

Date: 31st March 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

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

Development: Store extension to existing building.

I refer to your consultation dated 27/03/2017 in respect of the above.

The proposed development site is located on a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25 – 30mph along this section given the geometry of the road.

Based on typical vehicle speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Based on typical vehicle speeds of 25mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m measured to the nearside edge of the adjoining highway.

Although there are 2 no. existing accesses serving the development site, I understand that it is the south westerly access which serves the main agricultural / production activity at the site with the south easterly access being used to serve the existing farmhouse.

Main Access

The main south westerly access is approximately 8.7m wide, hard paved with gates setback 5.2m behind the adjoining carriageway. I would estimate typical vehicle speeds at being around 30mph approaching from the west and 25mph approaching from the east given the geometry of the road.

Based on these speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in the westerly direction and 2.4 x 33m in the easterly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing boundary fence / hedgerow.

I would therefore not normally support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access.

I would suggest that the applicant considers carrying out improvements to this existing access to improve visibility.

Parking & Turning Provision

Parking & turning provision at the proposed development site appears adequate.

Traffic Generation

I understand that the farm still functions as a farm (ie/ keep sheep, grow crops etc) but is no longer a dairy farm. Planning consent was granted in Sept 2014 for the production of hay bales for export as animal bedding from the farm

I understand that vehicle movements associated with the animal bedding operation include 8 – 10m long HGVs visiting 3 – 4 times per week (maximum 8 movements per week) and 1 HGV per week importing additional haylage (2 movements per week). This equates to a maximum of 10 additional vehicle delivery vehicle movements per week.

I understand that the proposed extension will simply provide a more efficient production facility but will not result in any increase in vehicle movements at the farm. On this basis, I would advise you that I do not intend to make any recommendations on highway grounds.

Supplementary Notes

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

Peter Outhwaite

PO Service Manager Environment