

TRANSPORT STATEMENT

**CHANGE OF USE OF AN EXISTING AGRICULTURAL
BUILDING TO BE USED FOR ARBORICULTURAL USE
AND CHANGE OF USE FOR A MICROBREWERY**

**AT
OLD FARM BOWLING BANK
WREXHAM**



**FOR
RICHARD WILLIAMS**

REPORT VERIFICATION

SITE ADDRESS	Old Farm Bowling Bank Wrexham LL13 9RT
REPORT TITLE	Transport Statement
JOB NUMBER	925-23
PREPARED BY	JRS

ISSUE NO.	DATE	STATUS	REPORT VERSION	ISSUED BY
19-03-24	for Planning	01	JRS	

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1. BRIEF

- 1.1. Sumner Consultancy has been appointed by Richard Williams to produce a Transport Statement in support of his planning application for a proposed change of use for an existing agricultural building to be used for arboricultural use and change of use for a microbrewery.

2. GENERAL

- 2.1. This Transport Statement has been produced to accompany a planning application by Richard Williams following comments made by the Highway Authority in a Memo dated 11-08-2023 where concerns were raised regarding suitable passing places and the number of employees.
- 2.2. The Site is located to the east of Wrexham and 550m to the east of the B5130 at Grid Reference X340651 Y349660 with the nearest post code of LL13 9RT. The Site Location Plan is in Appendix 1.
- 2.3. To the north, access to the Site is from the B5130 via a Class C Road for a distance of 0.8 miles. To the south access from the B5130 is initially via an Unclassified Road and then a Class C Road for a distance of 1.1 miles.
- 2.4. At the northern junction the B5130 is subject to a 20mph speed limit, which changes to the national speed limit of 60mph along the Class C Road. At the southern junction the B5130 is subject to a 40mph speed limit, which then changes to the national speed limit of 60mph along the Unclassified Road.
- 2.5. Generally, the Class C Road and Unclassified Road have road widths of between 3.0 & 3.7m, with widths in possible passing points of between 5.3 & 6.2m.
- 2.6. Due to the width and alignment of the roads it is considered that 85th Percentile vehicle speeds are in the region of 30mph on straight sections and 15 – 25mph at the bends.

3. SITE INFORMATION

- 3.1. The proposal for the Site is a change of use for an existing agricultural building to be used for arboricultural use and change of use for a microbrewery.
- 3.2. The Client has said that the approximate number of cars and vans associated with the arboriculture will be 8, where the vans will be Toyota Hilux pickups.
- 3.3. In relation to the microbrewery the Client has said it will only be 1 car plus 1 HGV a few times per week for collections/deliveries and this would be outside the peak times of 0800 - 0900 and 1700 – 1800.
- 3.4. The working hours for both proposals will be 0730 to 1630, which means that staff traveling to and from work will not be during peak times.
- 3.5. The Client anticipates that 50% of the vehicles would leave the Site in the direction of the northern junction with the B5130 and 50% in the direction of the southern junction.
- 3.6. In total there will be 9 cars/vans per day either entering or leaving the Site with 4 or 5 turning right from the Site to the northern junction with the B5130 and 4 or 5 turning left to the southern junction with the B5130.
- 3.7. An assessment has been made along the route to the Site from the northern B5130 junction to determine the possible passing places (PPP) for cars/vans, and these locations within the highway boundary where it's considered cars/vans can pass or be passed by a HGV are shown on Possible Passing Places Northern Section drawing 925-23-05 in Appendix 2.
- 3.8. For the route from the southern B5130 junction to the Site the possible passing places are shown on the Possible Passing Places Southern Section drawing 925-23-06 in Appendix 3.
- 3.9. Examples of some of the possible passing places are shown in Photographs 1 to 16 in Appendix 4.

4. VISIBILITY SPLAYS

4.1. Measurement of visibility splays:

- 4.1.1. Measurements for visibility splays are generally taken from a point where the centreline of the minor road meets the channel of the major road, Point W. This is normally at the 'give way' line (or an imaginary 'give way' line if no such markings are provided). The distance back along the minor arm to Point X, from which visibility is measured is known as the X distance. This distance is normally measured along the centreline of the minor arm for simplicity, but in some circumstances (for example where there is a wide splitter island on the minor arm) it will be more appropriate to measure it from the actual position of the driver.
- 4.1.2. The Y distance represents the distance that a driver who is about to exit from the minor arm can see to their left and right along the main alignment. For simplicity it is measured along the nearside kerb line of the main arm to Point Y, although vehicles will normally be travelling a distance from the kerb line. Therefore, a more accurate assessment of visibility splays is made by measuring to the nearside edge of the vehicle track. The measurement is taken from the point where this line intersects the centreline of the minor arm, Point X, (unless, as above, there is a splitter island in the minor arm).
- 4.2. Currently there are two standards for determining visibility splays, which are defined in Manual for Streets (MfS) and Design Manual for Roads and Bridges (DMRB) CD 123 – Geometric Design of At-Grade Priority and Signal-Controlled Junctions.
- 4.3. MfS focuses on lightly trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. Generally, this is limited to locations with traffic speeds less than 40mph. MfS does not apply to the Trunk Road Network.
- 4.4. CD 123 is generally applicable to trunk roads where traffic speeds are 40mph and above.
- 4.5. However, there are some Highway Authorities, one of which is Shropshire who are prepared to consider visibility splays derived by Dorset County Council for speeds in excess of 40mph. These visibility splays are based on the formula outlined in MfS.
- 4.6. It's understood that the Planning Inspectorate is also allowing appeals for visibility splays for speeds in excess of 40mph based on the formula outlined in MfS.
- 4.7. The determination of the Y distance for the visibility splays is based on the actual speed of vehicles along the road and generally not the speed limit, however in relation to this Site they have been based on the speed limits and driving along the road.
- 4.8. For the northern access onto the B5130 where the speed limit is 20mph, the visibility splay requirement is 25m, and the achievable splays are 45m to the north-west (right) and 160m to the south-east (left). Photographs 17 & 18 in Appendix 4.
- 4.9. For the southern access onto the B5130 where the speed limit is 40mph, the visibility splay requirement is 82m, and the achievable splays are in excess of 215m in both directions. Photographs 19 & 20.
- 4.10. For the access to the Site the speeds were assessed by driving along the road, and although the road is subject to a 60mph speed limit it is considered that the 85th Percentile speeds are as follows:
 - 4.10.1. Eastbound 20mph
 - 4.10.2. Northbound 30mph
- 4.11. The visibility splay requirement for speeds of 20mph is 25m and the achievable splay is 40m to the north-west (right). Photograph 21.
- 4.12. The visibility splay requirement for speeds of 30mph is 43m and the achievable splay is 200m to the south (right). Photograph 22.

- 4.13. With regard to the appropriate X distance MfS states that:
- a) An X distance of 2.4m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of a car and the driver's eye.
 - b) Longer X distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists.
 - c) Longer X distances may also result in more shunt collisions on the minor arm. TRL Report No. 18468 found that collision risk increased with greater minor-road sight distance.
- 4.14. For the Junctions with the B5130 and the Site Access it is considered that an X distance of 2.4m is appropriate.

5. ACCIDENTS

- 5.1. The accident data was assessed from CrashMap which uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.
- 5.2. The data includes all incidents up to the end of 2022 as this is only updated as soon as the latest data is released by the Department for Transport (which happens around the end of September every year).
- 5.3. Between 2018 and 2022 there were no accidents along the B5130 in close proximity to the northern and southern access points and no accidents along the Class C Road or the Unclassified Road.

6. CONCLUSION

- 6.1. The Client has said that the approximate number of cars and vans associated with the arboriculture will be 8, where the vans will be Toyota Hilux pickups.
- 6.2. For the microbrewery there will only be 1 car plus 1 HGV a few times per week for collections/deliveries and this would be outside the peak times of 0800 - 0900 and 1700 – 1800.
- 6.3. The working hours for both proposals will be 0730 to 1630, which means that staff traveling to and from work will not be during peak times.
- 6.4. The Client anticipates that 50% of the vehicles would leave the Site in the direction of the northern junction with the B5130 and 50% in the direction of the southern junction.
- 6.5. In total there will be 9 cars/vans per day either entering or leaving the Site with 4 or 5 turning right from the Site to the northern junction with the B5130 and 4 or 5 turning left to the southern junction with the B5130.
- 6.6. The visibility splays for the B5130 Junctions and the Site Access are well within the distances commensurate with the speed limits or assessed vehicle speeds.
- 6.7. Due to the width and alignment of the roads it is considered that 85th Percentile vehicle speeds are in the region of 30mph on straight sections and 15 – 25mph at the bends.
- 6.8. No works are considered necessary to reduce accidents in the area of the Site or the surrounding junctions.
- 6.9. From an assessment of the northern and southern routes from the B5130 it is considered that there are ample possible passing places within the highway boundary where it's considered cars/vans can pass or be passed by a HGV, and that the low number of vehicles using both routes to the B5130 will be outside of the peak times together with the assessed vehicle speeds will not be detrimental to the safety and free flow of traffic using the Classified and Unclassified Roads.

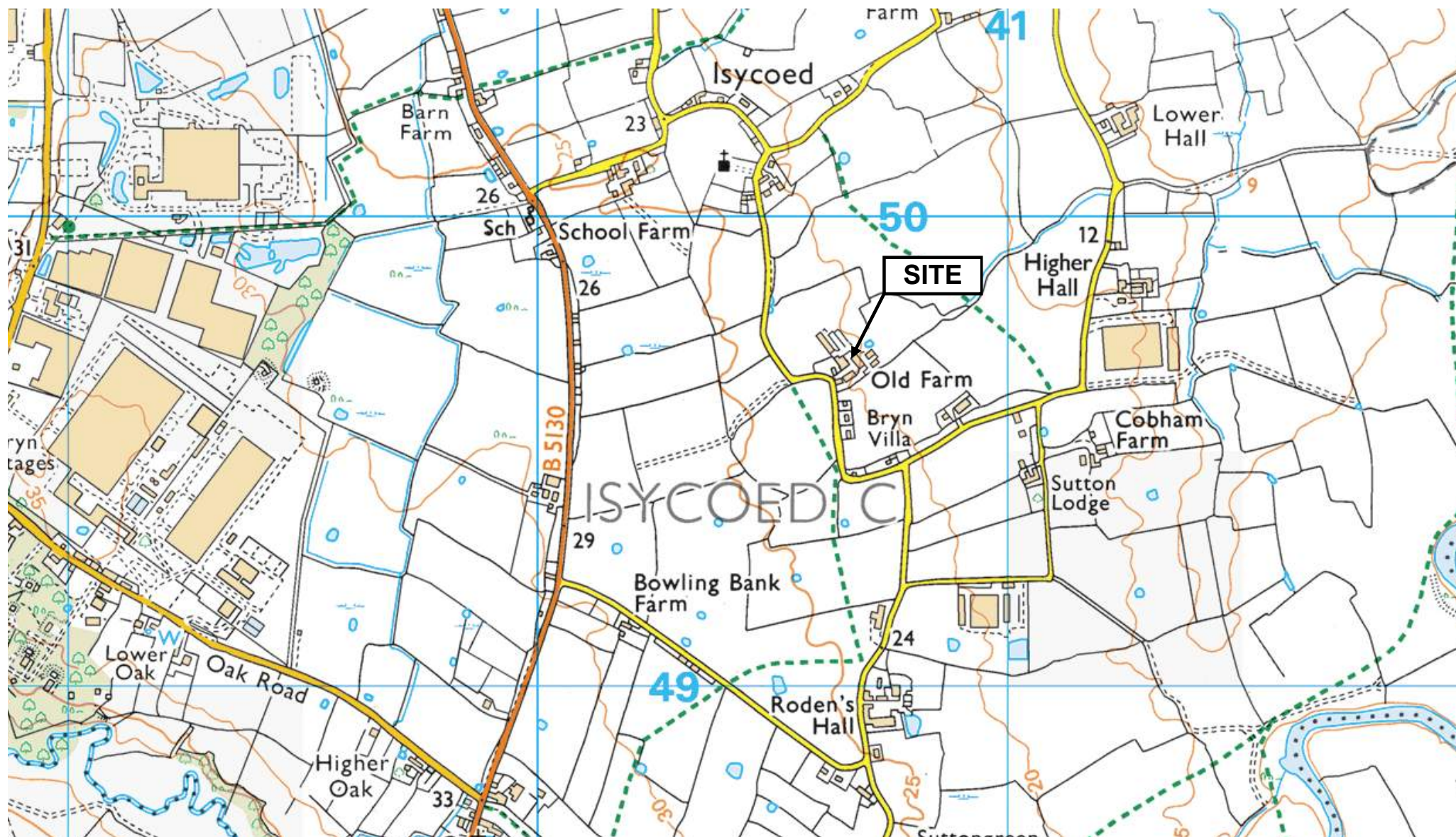
John Sumner IEng MICE
Director
Sumner Consultancy Ltd
March 2024

APPENDIX 1

SITE LOCATION PLAN

SITE LOCATION PLAN

Nearest Post Code LL13 9RT
Grid Reference X340651 Y349660

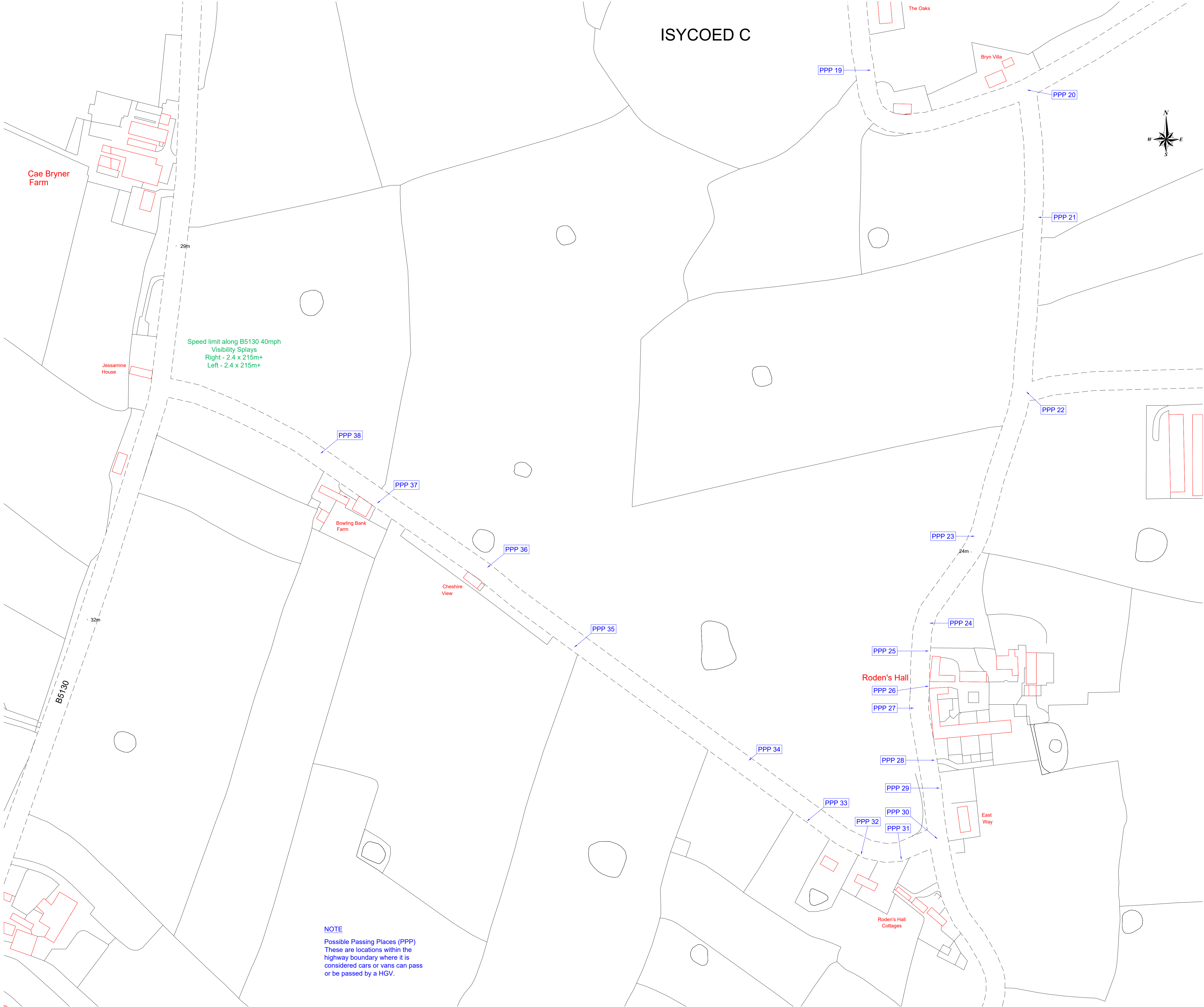


APPENDIX 2

POSSIBLE PASSING PLACES NORTHERN SECTION DRAWING 925-23-05

APPENDIX 3

POSSIBLE PASSING PLACES SOUTHERN SECTION DRAWING 925-23-06



NOTE

Possible Passing Places (PPP)
These are locations within the
highway boundary where it is
considered cars or vans can pass
or be passed by a HGV.

Notes

1. Do not scale from this drawing.
2. All drawings are to be checked by the contractor and setting out engineer and read in conjunction with one another to ensure they are mutually compatible with each other before any setting out or construction commences.
In the event of apparent ambiguity or contradiction the engineer and/or architect shall be notified immediately. Summer Consultancy accepts no liability in the event of not being so notified and where construction work has commenced.
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Revisions

Rev	Date	Description
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Client: RICHARD WILLIAMS

Project: OLD FARM BOWLING BANK
WREXHAM

Drawing
Title: POSSIBLE PASSING PLACES
SOUTHERN SECTION

Scale: 1:1250 Drawn by: JRS Date: March 2024

Drawing
Number: 925-23-06 Revision:

APPENDIX 4

PHOTOGRAPHS



PHOTOGRAPH 1
PPP 2 Looking east



PHOTOGRAPH 2
PPP 5 & 6 Looking east



PHOTOGRAPH 3
PPP 9 Looking south-east



PHOTOGRAPH 4
PPP 11 Looking north



PHOTOGRAPH 5
PPP 12 Looking south



PHOTOGRAPH 6
PPP 15 Looking south



PHOTOGRAPH 7
PPP 17 & 16 Looking north



PHOTOGRAPH 8
PPP 18 Looking north



PHOTOGRAPH 9
PPP 21 Looking south



PHOTOGRAPH 10
PPP 23 Looking south



PHOTOGRAPH 11
PPP 27 & 28 Looking south



PHOTOGRAPH 12
PPP 31 Looking south-east



PHOTOGRAPH 13
PPP 32 & 33 Looking north-west



PHOTOGRAPH 14
PPP 34 Looking north-west



PHOTOGRAPH 15
PPP 36 Looking north-west



PHOTOGRAPH 16
PPP 37 & 38 Looking north-west



PHOTOGRAPH 17
B5130 Northern Junction at 2.4m to the right (north)



PHOTOGRAPH 18
B5130 Northern Junction at 2.4m to the left (south)



PHOTOGRAPH 19
B5130 Southern Junction at 2.4m to the right (north)



PHOTOGRAPH 20
B5130 Southern Junction at 2.4m to the left (south)



PHOTOGRAPH 21
Site Access at 2.4m to the right (north-west)



PHOTOGRAPH 22
Site Access at 2.4m to the left (south)