

PROPOSED CHANGE OF USE
OF AGRICULTURAL BUILDINGS
AT PENYPALMANT FARM, OLD ROAD, MINERA LL11 3YR
TO ALLOW LIGHT INDUSTRIAL USE

REPORT DEALING WITH THE
TRANSPORT IMPLICATIONS OF THE PROPOSALS

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INTRODUCTION

This highway assessment provides highway, traffic and transport advice in connection with the proposal to change the use of the agricultural buildings at Penypalmant Farm, Minera, to allow light industrial use. The location of the site is indicated on the aerial photographs attached as Appendix 1

The Penypalmant Farm site contains a number of buildings, which are indicated on the plan attached as Appendix 2, and include the dairy farm complex, vehicle maintenance warehouse, farm residence, cattle shed, hay barn, silage pit with the former bottling plant alongside it and other associated buildings and external storage areas. Only the agricultural barns shown outlined on the submitted plan are included within the application for light industrial usage.

The agricultural buildings have a ground floor area of some 2275 sq.m

The farm buildings are currently unoccupied. The surrounding land is still farmed.

The animals associated with farming use require various feed stuffs, transporters etc, that would currently lead to multiple heavy vehicles travelling to and from the site on a regular basis.

The adjacent site formed part of the Tomlinson dairy bottling plant which utilised the same access as the farm. Overall, historically this has been a busy agricultural / commercial site but it has become difficult to maintain as a going concern; the current proposals to change the use would allow the buildings to be repaired and brought back in to a viable use.

Our client seeks to create just 9 small business units suitable for B2 use.

The proposals seek to reuse the existing access on B5430 Old Road for the principal site access. Two secondary accesses on to Penypalmant Road would not be used for vehicular traffic exiting the site. The proposed site layout has been submitted within the application documents.

EXISTING TRANSPORT NETWORK

The site is located at the junction of Old Road with Penypalmant Road. There are two existing vehicular access points from the site on to Old Road and two more on to Penypalmant Road.

The main site access fronting GMN refrigeration will continue to be used to serve as access to this site. The access is clearly defined on site and is shown in the photo below



B5430 Old Road links the site to A525 Ruthin Road Minera and A525 Ruthin Road Bwlchgwyn (at the Four Crosses traffic light-controlled junction). In the vicinity of the site, it is semi-rural in character and subject to a 30mph speed limit. Traffic speeds are generally maintained within the existing speed limit.

There is a bus stop for both directions of travel within 300m of the site on Ruthin Road. The X51 service travels along Ruthin Road hourly during the day.

Penypalmant Road is generally quite narrow with limited footway provision

Old Road has a footway across the front of Penypalmant Farm stretching to the A525 junction in a south easterly direction. There is also a footway on the opposite side of the road fronting the 4 dwellings opposite the site.

Traffic flows on Penypalmant Road are fairly low. The carriageway can be described as a single lane or narrow two-lane road, with passing opportunities throughout its length.

The existing site access on to Old Road is located approximately 200m from the junction with A525 Ruthin Road. Up to this point, Old Road is 6.3 m wide, with the two-way passage of traffic being easily accommodated in the carriageway. Visibility along Old Road from the access is excellent, as the access has been created to cater for the significant numbers of HGV, milk tanker and agricultural vehicles that have used the site over the last 30 plus years.

The farm buildings currently generate traffic based on its agricultural use. This has included Milk tankers, tractors and trailed implements, feed tankers, hay bale vehicles and silage tankers

The farming use generates a number of traffic movements on a daily basis including the following:

- Staff arrivals and departures at the start and end of the working day
- Staff travel at break times and for work related trips during the daytime
- Commercial sales visitors to the site
- Vets/Environmental Health visits

- Feed deliveries for cattle
- Animal transporters for cattle
- Agricultural traffic movements (tractors/land rovers/tankers)

The site access also provided access to vehicles associated with the former bottling plant; these figures are shown at Appendix 3. There were more than 100 vehicle movements per day just from the bottling plant plus approximately 60 per day from the current agricultural use.

It is anticipated that the number of vehicle movements will be significantly less than the 1995 levels and slightly higher than the levels in 1983. The operator's licence provided for 25 HGVs and trailers in 2009. It is anticipated that the level of HGV traffic and agricultural machinery with trailed implements will be significantly lower than previous levels.

ANTICIPATED DEVELOPMENT RELATED TRAFFIC

The application site is a dairy farm complex formerly with a bottling plant on the site. The farm was producing milk on site as well as bringing in milk which was then bottled and sold direct to consumers.

The farm had an operators licence for HGVs from 2003 onwards. The vehicle movements shown in Appendix 3 indicate the size of the operation that operated at the site.

The proposed development is to repurpose the agricultural farm yard into 9 small B2 industrial units.

Given the size of each unit any prospective business is unlikely to employ any more than 2 or 3 staff. Some of the units may just be used for storage purposes. It is therefore likely that there will no more than 20 staff employed at the site. There is adequate parking on site for each staff member.

There is more than adequate room for 7.5 T vans to turn within the site and leave in a forward direction. The site currently caters for large agricultural vehicles so there will clearly be room for a 7.5 T van to manoeuvre.

Traffic generation from such a small operation is unlikely to rise above more than 10 movements per unit on average. 70 vehicular movements per day compares favourably with the existing and historic uses on the site. There is no reason for any concern about traffic generation at the site; the access is good and meets current standards and the B5430 itself has catered for far greater movements over the years.

TRANSPORT IMPACT OF PROPOSALS

The proposals for the site show one main point of access to the site off Old Road Minera; a second access on to Penypalmant Road will be maintained for staff / cycle / pedestrian use for those visiting from the Minera south of the site. No exit will however be permitted for vehicles on to Penypalmant Road due to its substandard visibility and road width

The Old Road access would be the main site access, and is a reuse of the existing access which has served the site for many years and has catered for significant numbers until quite recently. This access provides a level of visibility concurrent with Welsh Government requirements

In the vicinity of the access, Old Road is a wide two-lane carriageway and will allow the free flow of traffic to and from the site via the Ruthin Road junction. The likely traffic movements of 10 vehicles in the busiest hour of the day would cause no problems on this section of the

highway network. Ruthin Road links to the A483 trunk road to the south and to A525 Ruthin / Denbigh and beyond to the north. The road is more than capable of catering for the traffic from this development especially given that the former bottling plant and former Tomlinson's dairy at the nearby Minera Ind Est have both now closed; the traffic generation from the Minera industrial estate plant was in the region of 20 HGV per hour so clearly the A525 is capable of accommodating a few small 7.5m long vans as compared to the HGVs and milk tankers that formally operated along the road.

The secondary access point on Penypalmant has poor visibility and will be closed to outgoing vehicles allowing entry for cars, pedestrians and cyclists only

Whilst this previously developed site can seem remote from the urban area, it is located within 500m of Minera, and within 1km of the centre of Coedpoeth village. These are within acceptable walking distances that are set out in TAN 18 and the IHT guidelines on 'Providing for Journeys on Foot'. Moreover, there are bus stops within 300m of the site on Ruthin Road. Service X51 operates at a frequency of every 60 minutes and links to Ruthin, Denbigh Coedpoeth and Wrexham city centre; this provides access to a wide residential area for prospective employees on the site.

A total of 27 formal car parking spaces are proposed within the site. This represents a parking ratio of 3 spaces per unit i.e. 1 for each 95 sq.m of floor area.

The proposed level of parking is considered by the applicant to meet with the requirements of the proposed business. However, if exceptional circumstances were to arise then there is space within the site for overspill car parking to be accommodated to the south of the main building

Cycle parking is to be catered for within the site. This will provide security and cover from adverse weather conditions. The site is within a very comfortable cycling distance of Coedpoeth, Minera, Gwynfryn, Bwlchwyn and other rural settlements around the site.

The above assessment indicates that the re-use of this previously developed land can be accepted from a sustainability point of view. However, to reinforce the acceptability of the proposal from a transport point of view, it has been demonstrated that the proposals would be likely to reduce the travel demand from the site when compared to the existing use. Based upon this reduction in transport demand alone, the proposals should be accepted from a traffic impact point of view.

The current lawful agricultural use of the site could easily result in over 80 vehicle movements per day; the change of use to light industrial use is likely to limit vehicle movements to a similar amount. In the busiest hour of the day, the proposals would result in only 10 vehicle movements, which is equivalent to an average of only 1 vehicle every 6 minutes, and would cause no safety or capacity concerns on the highway network.

In addition, the proposals seek to control the use of an existing substandard access on to Penypalmant Lane and concentrate vehicle movements on to Old Road which is a far superior access. A secondary access is proposed on to Penypalmant but only for entry to the site

A study of Crashmap reveals that there have been no reported accidents near the site in the past 10 years. See map at Appendix 4

The site access and highway are therefore demonstrated to be inherently safe.

CONCLUSION

Our investigations into the proposed change of use of the buildings at Penypalmant Farm, Minera, from agricultural use to a light industrial use, have led us to conclude there would be no additional traffic movements arising from the proposed change of use. Also, the control of an existing substandard access on to Penypalmant Road and the directing of traffic to a principal point of access on to Old Road would result in an improvement in the overall access situation. The site has also been shown to be accessible by walking, cycling and public transport to both the local area and the wider population, from where employees could be attracted.

The NPPF states in paragraph 111 states that:

“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or residual cumulative impacts on the road network would be severe.”

The analysis undertaken demonstrates that the proposed development will not have a ‘severe’ impact on the road network in NPPF terms, and that the means of access is safe for all road users.

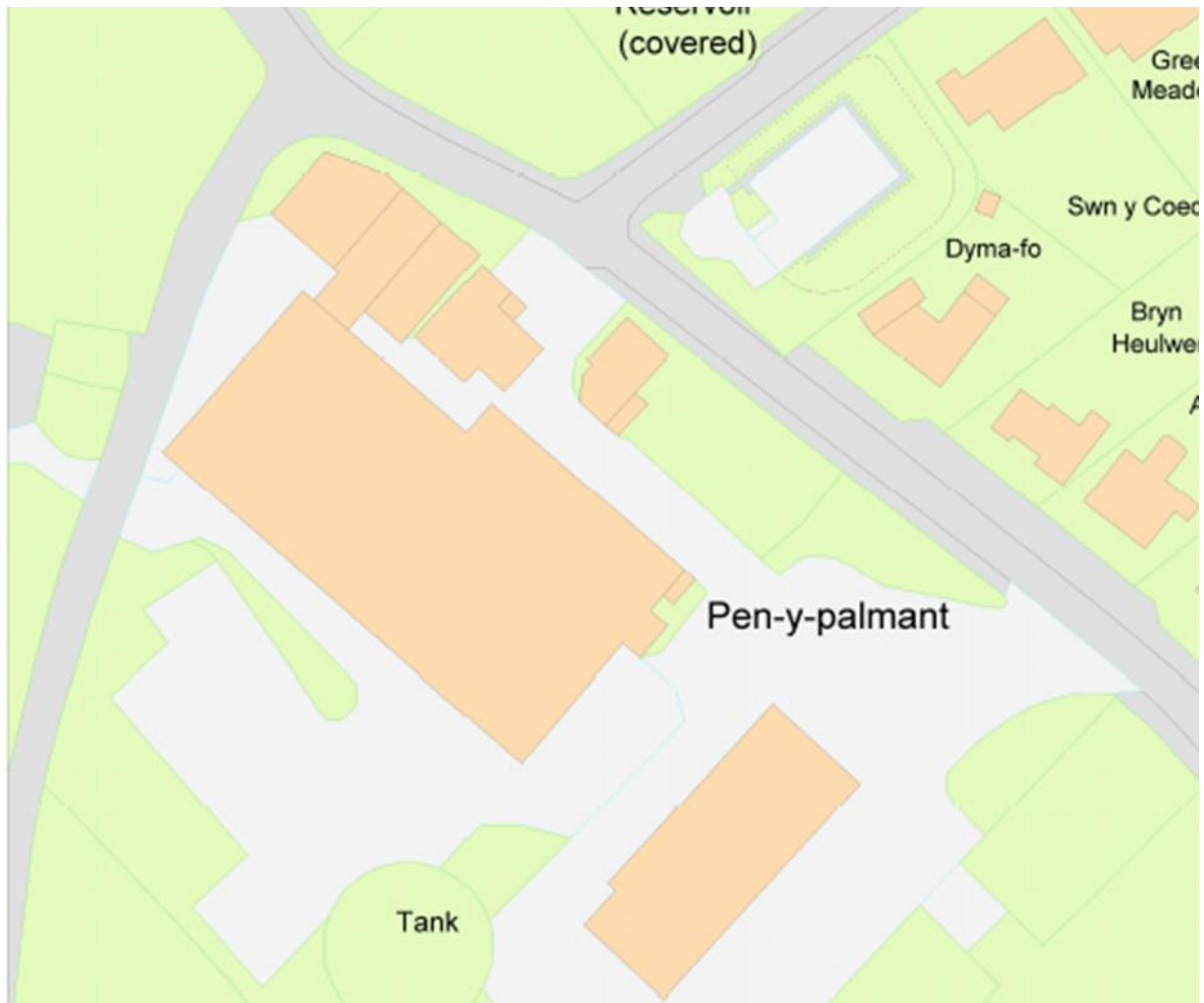
In conclusion the proposed redevelopment of the site is compatible with and supports national and local transport policies and would not give rise to any adverse transport impact which cannot be mitigated. It is therefore considered that there is no highway related reason why the development proposal should not be granted planning consent, especially given the significant local betterment.

For the reasons set out, we firmly believe that the proposals can be fully supported from a highway, traffic and transport point of view.

Appendix 1 - Aerial photograph of the site



Appendix 2 - Buildings contained within the application



Appendix 3 - Traffic figures

The farm had an operator's licence for HGVs from 2003. The historic vehicle movements are detailed below:

1983		PER DAY	TOTAL
Employees	6 employees	2	12
Milk Vans		6	1
Maintenance		1	1
Milk In		4 (HGV)	4
Produce In		1 (HGV)	1
Raw materials in		2 (HGV)	2
Tractor Work		30	10
		Sub total	31
1995			
Employees (milk vans)	10 employees	1	12
Milk Vans		10	10
Employees (HGV drivers)	10 employees	1	10
HGV		10	10
Maintenance		1	1
Milk In		8 (HGV)	8
Produce In		4 (HGV)	4
Raw materials in		6 (HGV)	6
Tractor Work		50	50
		Sub total	111

It is anticipated that the level of HGV traffic and agricultural machinery with trailed implements will be significantly lower than previous levels.

		PER DAY	TOTAL
Employees	22 employees	1.5	33
Goods in/out	7 units	6	42
			75

Appendix 4 - Crashmap

crashmap.co.uk

CrashMap Data: Great Britain 1999 - 2022 (verified)

Home

CrashMap Pro

FAQ

Contact us

Log In

Incident Severity

Slight Serious Fatal

4 results found

Hide

Location: coedpoeth

Years

5 of 24 years selected

Severity

Fatal☒

Serious☒

Slight☒

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types