

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



Cinders Farm

Construction and Operational Management Plan

DOCUMENT CONTROL

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1.0 INTRODUCTION

Background

- 1.1 SK Transport Planning Ltd (SKTP) has been commissioned by the Wynnstay Home Farm Partnership (the client) to produce a Construction and Operational Management Plan (COMP) for the consented broiler unit at Cinders Farm, Ruabon (planning application reference P/2018/0577).
- 1.2 The above-mentioned scheme was granted planning consent on the 4th March 2019. Since granting planning consent the scheme has been the subject of a separate planning appeal relating only to Planning Condition 19, which stated:

"Subject to the exceptions detailed separately in this condition, all works in relation to the implementation of this permission, including services to or from the site shall be undertaken only between the hours of 07:30 and 18:00 Monday to Friday, and 08:00 to 14:00 on a Saturday and at no time on a Sunday, Bank or Public Holiday. Vehicles associated with the delivery or collection of the birds shall be allowed to be on site from 06:30 hours with loading and unloading taking place from 07:00 hours. The removal of manure from the site shall not take place on Saturdays, Sundays, and Bank or Public Holidays. "

- 1.3 Condition 20 from the original planning consent relates to the need to prepare a "Construction and Operational Traffic Management Plan" for submission to the Local Planning Authority for agreement and discharge as a pre-commencement requirement. The Planning Condition stated:

"Prior to the commencement of the development a construction and operational traffic management plan including provision for contractor parking shall be submitted to and approved in writing by the Local Planning Authority. The plans as approved shall be fully implemented and maintained for the duration of the use hereby permitted.

- 1.4 With regard to the planning appeal against Planning Condition 19
- 1.5 This document provides commentary on the construction and operational traffic flows associated with the consented scheme. It is noted that the operational traffic flows were all submitted and accepted as part of the technical traffic and transport information that supported the planning application.
- 1.6 A plan showing the site area that this COMP relates to is provided in **appendix a**. In addition, this COMP has been prepared to ensure the development complies with all current legislation, directives and regulations that relate to the construction of the development.

2.0 RESPONSIBILITIES OF THE VARIOUS PARTIES TO CARRY OUT THE COMP

Client/Developer

- 2.1 The Wynnstay Home Farm Partnership takes overall responsibility for this COMP and its implementation at all levels.
- 2.2 The client will ensure that all its contractors in connection with the development site will adhere to this COMP and ensures the parties to the contractors adhere to all the

requirements set out in the document. This includes any subsequent revisions to this COMP, if required.

2.3 The client for this project is:

Wynnstay Home Farm Partnership
Eagle House
Llansantffraid
Powys
SY22 6AQ
Telephone: 01691 828512
Email: info@wynnstay.co.uk

2.4 The Client will ensure the COMP is adhered to. They will:

- ensure the appropriate resources are in place to manage the COMP at all times
- maintain and update the COMP as required, to ensure the document accords with best practice guidelines, including the 'Considerate Constructors Scheme' (<http://www.ccscheme.org.uk>)
- ensure all staff and site personnel are informed on the requirements of the COMP, and make others aware of its requirements as required

2.5 Before commencement of the build the client appoint a Construction Manager (CM). This role monitors the operation of the COMP, as well as recording through feedback from contractors any incidents. The CM will provide information to the team where appropriate. The client will also provide resources (in the form of support staff and on-site facilities) for the CM to undertake their role.

2.6 In terms of technical resources, it is good practice for a representative from the client to form part of the Construction Management Team. Another senior member from Wynnstay Home Farm Partnership will be appointed to the Construction Management Team to cover for any leave/sickness etc. With regard to contractors appointed to deliver the scheme they will identify a principal and deputy member of staff to sit on the Construction Management Team and represent their organisation.

2.7 In addition, the main emergency service bodies will be contacted before the development commences on site to ensure they are aware of the development works, build programme and content of this COMP. In addition to the Fire, Police and Ambulance services the Environment Agency will also be made aware of the construction works.

Contractors and Suppliers

2.8 All Contractors and Suppliers will be expected to adhere to the requirements of this COMP. With respect to Contractors they will nominate a member of site staff to be a first point of contact on all COMP matters. This person will ensure that all their site personnel have the appropriate training and are aware of all the requirements of this COMP before commencing any work on site.

2.9 With regard to Suppliers (such as material and services suppliers) they will also be expected to adhere to the requirements of this COMP, and will ensure that all delivery personnel are made aware of this COMP and its requirements, including the

construction traffic routing to and from the site. With regard to material suppliers details of the provenance of all materials will need to be made available to the CM as requested.

- 2.10 Any other individuals involved in construction-related activities within the site will also be expected to adhere to this COMP. Every individual on the site will be expected to be alert and to report any potential adverse environmental issues arising on the site, and to report these instances to the CM in a timely manner.

COMP Meetings

- 2.11 The COMP team will meet on a regular basis to discuss any matters relating to this document. The minutes of these meetings will be added to the COMP folder and be available for interested parties to review. Copies of the COMP and meeting minutes will be made available to the Council as required.
- 2.12 Each member of the COMP team shall be responsible for the operation of the COMP across their own team, which includes any sub-contractors or individuals under their control.

Personnel Training

- 2.13 All personnel working on the site will undertake a site induction. No construction personnel will be allowed to work on the site until they have undertaken this course, which will include a briefing on the COMP. This site induction will be given by the CM.
- 2.14 If there are specific issues that require personnel to be briefed then these will be undertaken by the COM at agreed times. All personnel will be notified of these meetings, and records kept of attendees on the COMP file.
- 2.15 Specific site personnel will be trained in the procedures to deal with emergency incidents on the site.

Visitors to the Site

- 2.16 A short COMP statement will be provided to any visitors to the site. A copy of this COMP will be made available in the site office. Other copies will be made available to sub-contractors.

Communication

- 2.17 As with any development scheme there is a need for communication between the client, contractor, sub-contractor and visitors to the site. Whilst internal communications will continue to be led by the CM there is also a need for these parties to communicate with the Council and other interested third parties (including local groups and residents) from time to time. Information will continue to be made available to these third parties by:
- Site signage at the existing priority junction from the A539 northwards to the development site
 - Regular updates on construction matters on the contractor and client's website, including a regular progress review of the build, expected completion and opening dates etc.
 - Provision of a dedicated telephone line/email address for third parties to contact the CM on potential matters such as construction deliveries, debris on road, site security and other construction matters.

- 2.18 This information will be continually updated as the site is built out. The information on the client/contractor's website will be updated to provide information to interested third parties throughout the build programme.

3 DEALING WITH EMERGENCY INCIDENTS

- 3.1 This section outlines how incidents that have potentially adverse impacts will be dealt with. Note that the Site Health and Safety Plan will also cover emergency incidents.

Contact with Emergency Services

- 3.2 As outlined in Section 2 of this COMP the emergency services and Environment Agency will be provided with an electronic copy of this COMP. Emergency site access arrangements will be discussed and agreed with these organisations through the lifetime of the construction period.

Provision of Materials to Address Environmental Incidents

- 3.3 A range of materials shall be kept in a secure construction compound on the development site. These materials should include absorbent sheeting, straw bales and booms to deal with hazardous liquids that could enter drains or any watercourses. There should be sufficient materials at the compound area to deal with the full discharge of the largest liquid containing tank on the site.
- 3.4 The stock of these materials will be reviewed on a weekly basis to ensure that the appropriate equipment is available at all times to address environmental incidents.

4.0 CONSTRUCTION WORKS AND DELIVERY HOURS

Construction Works and Delivery Hours

- 4.1 The normal working hours on the site apply to all construction work unless agreed otherwise with the Council. For the avoidance of doubt this includes the construction work associated with access roads, improvements to the A539 junction, passing places, landscaping and building works. The proposed operational hours are:
- 0730 – 1800 Monday to Friday
 - 0800 – 1400 on Saturdays
- 4.2 No construction work or deliveries will take place on Sundays, Bank Holidays or Public Holidays.
- 4.3 These hours will also apply to the waiting and departure of vehicles undertaking deliveries and collections associated with any element of the development.

5.0 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Introduction

- 5.1 This section of the COMP sets out the details for traffic management during the development of the site.
- 5.2 All construction traffic will be routed from the A539 to the south of the site, via the existing lane that routes directly northwards to the development site. As part of the COMP plan this route will be signed from the A528 to the east and the A483 to the west. The plan provided in **appendix b** shows the COMP signage locations at key junctions along the aforementioned routes.
- 5.3 Signage will also be placed at the development site access onto the adjacent lane to remind all construction personnel not to use the rural lane network to the north of the site for any form of access. This will also include signing the eastern lane to the A539 as being excluded for any construction traffic movements.

Access Arrangements at the Site Access

- 5.4 Any vehicles found waiting and queuing on the public highway or near the site access will be refused entry onto the site. Deliveries will be programmed to ensure that vehicles arrive between the agreed construction hours in paragraph 4.1. This will ensure that vehicles do not wait or queue on the public highway.
- 5.5 All parties working on the development will be informed of these site operation times and restrictions regarding waiting and queuing on the public highway.
- 5.6 When entering the site the access route has been designed and will be laid out to allow vehicles to leave the lane smoothly and without the need for any overrunning of verges, ditches or hedgerows.
- 5.7 Within the site an appropriate setback distance will be provided from the back edge of carriageway to ensure no contractor or delivery vehicles block or queue back onto the public highway. This will ensure all construction traffic can wait safely clear of the public highway without impact on any other highway users.
- 5.8 Once within the site construction traffic will proceed at no more than 10mph.

Traffic Movement Within the Site

- 5.9 Once within the site all construction traffic will be directed to a hardstanding area for safe unloading and storage of plant and materials. Parking will also be provided for contractors working at the site to ensure they do not need to park outside of the development site area.
- 5.10 Within this hardstanding area space will be identified to allow the largest delivery vehicles to turn and leave in a forward gear. Where deliveries or collection occurs at specific locations and where providing a 360-degree turn cannot be delivered a banksman will be provided to assist the driver of the vehicle to turn and/or reverse to the required location. All construction traffic will be limited to 10mph within the site and speed limit reminder signs will be provided at the site access.
- 5.11 The site construction access will be constructed to minimise issues with mud, dust and noise. During dry weather the access will be sprayed with water to limit the spread of dust across the site and the adjacent public highway.

Wheel Washing Facilities

- 5.12 All drivers of the vehicles leaving the site are required to ensure their vehicle is clean, to ensure that mud and other debris from the site is not displaced onto the public highway. The inspection includes looking at the underside and sides of the vehicle, as well as wheels and wheel arches.

- 5.13 Within the site a jet wash facility will be provided. Suitable arrangements (i.e if in close proximity to the public highway) will be provided to ensure no run off of water/debris runs onto the public highway.
- 5.14 Once cleaned at the jet wash facility the vehicles will have to stand to allow excess water to drain off before proceeding onto the public highway. Appropriate vehicle layover space adjacent to these washing facilities will be provided. Random inspections of construction vehicles that have passed through the jet wash cleaning facility will take place before they depart onto the public highway.
- 5.15 The exit point from the site onto the rural lane has been laid out to ensure that the driver of the vehicle has an appropriate view of the public highway when exiting. Appropriate stopping sight distances have been provided onto the public highway. This access design has been approved by the Council as part of access strategy for the site.

Construction Traffic Parking

- 5.16 No motor vehicles associated with the construction of the development (including deliveries, collections or services) will be permitted to park on the surrounding lanes or in the surrounding area of the development site.
- 5.17 No delivery, collection or service vehicles travelling to the site are permitted to lay up on the proposed construction traffic route (including laybys) from the A539 at any time, except in direct connection with undertaking the layby improvement works on the lane, and then only in locations which have been agreed with the Council.
- 5.18 With regard to on-site parking a hardstanding parking area will be provided. This hardstanding area will be available for site personnel and visitor parking, and will connect to the compound area with a signed, stable and clean footway. Access to the construction area relating to the compound will only be able to be accessed from the compound; no access to other parts of the construction areas will be permitted from the hardstanding area.
- 5.19 Outside of the agreed construction hours any construction vehicles left on site will be parked separately from other vehicles. The location where a construction vehicle will be parked out of hours will be close to where it is being used, and as far as practically possible a minimum of 100m from any residential properties. The construction vehicle will be parked on level ground.
- 5.20 A typical temporary and main compound layout that will be delivered during the construction works is shown in **appendix c**.

Enforcement of the Traffic Management Plan

- 5.21 All site personnel and suppliers will be expected to adhere to this COMP. All visitors will be advised of the document and its content on arrival to the site. Where drivers will be regularly visiting the site they will be issued with copies of the COMP, either in an electronic or paper format.
- 5.22 The Plan will also be posted in the construction compound and at the site office notice board. The Plan will also be included in any site inductions.
- 5.23 All delivery, service and collection vehicle registration numbers will be recorded when entering and leaving the site. This information is recorded and can be made available to authorised parties if an incident with the vehicle off-site occurs. This information is used to understand whether the vehicle trip was in connection with the development construction works and whether any off-site requirements of the COMP have been breached.
- 5.24 If a driver has been found to breach the requirements of this COMP either on or off-site then a written warning will be issued, which will be formally recorded and issued

to their employers. If the driver commits a further breach of the COMP a written statement will be issued excluding them from accessing the site.

Driver Site Rules

- 5.25 Drivers will be expected to adhere to this COMP at all times, and use the designated vehicular access to the site. Drivers will ensure that they remain on the proposed route shown in this COMP unless specifically authorised for access to a local facility or service. Drivers will be made aware:
- of delivery times
 - that the site speed limit is 10mph
 - that all vehicles must stop at the check-in point
 - no reversing is allowed without a banksman
 - whilst outside the vehicle appropriate PPE equipment should be worn
 - vehicles should only be washed in appropriate areas
 - all vehicles (except cars) should pass through the wheel wash facilities
 - no construction traffic should be parked on the local lanes off the permitted route
 - loaded open bed vehicles leaving the site should all be sheeted over prior to entering the jet wash area and then the public highway to avoid dust and material being deposited
 - that their vehicles should be clean before leaving the site
 - that they should stop at the site exit and report with the appropriate paperwork
 - that they may be subject to spot checks when entering and leaving the site
- 5.26 Should a driver not adhere to the list above then they will be subject to the site disciplinary procedures listed in paragraph 5.24.

6.0 CONTROL OF NOISE, DUST, SMOKE, FUMES AND DEBRIS

Introduction

- 6.1 This section of the COMP considers how noise, dust, smoke, fumes and debris will be controlled on the site. Each topic is considered in turn.

Noise

- 6.2 The control of construction noise will be undertaken in accordance with BS 5228:2009-1 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1 Noise.
- 6.3 From the BS the following general advice will be applied to minimise the noise generated from the construction of the development. The following information is a summary of the information included in the BS.
- 6.4 The client will ensure that quiet working methods are promoted. The most suitable plant and reasonable hours for carrying out noisy operations will be used/undertaken when reasonably practical. Noisy plant will be located as far away from houses as reasonably possible, and as far as possible loading and deliveries will be undertaken as far as possible from houses.

- 6.5 Plant will be screened where it cannot be reasonably relocated to a position away from residential properties. Machinery that will be working intermittently will be shut down when not in use; acoustic covers to engines will be applied when they are in use and machinery will be orientated in a direction that minimises the noise impact on surrounding residential properties.
- 6.6 Material deliveries will be undertaken in a sympathetic manner; materials should be lowered to the ground in compound areas, and not dropped or dragged.

Dust, Smoke and Fumes

- 6.7 The control of dust generated through the construction of the development will accord with the BRE report 456 covering the Control of Dust from Construction and Demolition Sites.
- 6.8 Any dust generated from internal hardstanding area will be minimised by ensuring the space is constructed to minimise rutting and pot-holing, and is kept in good state of repair. Surfaces of the access road and the hardstanding area will be sealed and during dry weather the area will be kept damp using sprayers.
- 6.9 All vehicles (apart from cars) will be required to use the wheel wash before leaving the site, and all loads to/from the site will be covered as appropriate.
- 6.10 With regard to construction activities such as concrete/mortar mixing on site, these will be screened off to minimise impact on the surrounding area. All dust-generating activities such as excavation and earthworks will be damped down during dry and/or windy conditions and wherever possible existing vegetation will be retained on the ground until immediately before any earthworks commence. Where earthworks have been carried out these will be replanted at the earliest opportunity.
- 6.11 With respect to the impact of smoke and fumes, no burning of any material will be allowed on the site.

Debris

- 6.12 As discussed earlier in this COMP measures will be introduced to ensure no debris from construction vehicles is deposited on the public highway. All drivers of the vehicles leaving the site will be required to ensure their vehicle is clean, to ensure that debris from the site is not displaced onto the public highway. The inspection will include looking at the underside and sides of the vehicle, as well as wheels and wheel arches.

7.0 CONSTRUCTION WORKERS TRAVEL PLAN

- 7.1 This section outlines the client's aspirations to minimise the impact of construction worker vehicle movements to and from the site. The following measures will be presented to construction workers to encourage them to travel as sustainably as practically possible.
- 7.2 The following measures will be delivered for construction staff working at the site:
- Personalised journey planning
 - Encouragement to car-sharing & emergency taxi lift home
 - Local recruitment
- 7.3 DfT and Sustrans research has shown that personalised journey planning is an effective tool in encouraging sustainable trip making. All construction staff will be offered personalised journey planning. During these interviews data could be collected relating the workers travel needs and current habits.

External Communication

- 7.4 As mentioned earlier in this document a dedicated website will be set up for the site, and all construction management information provided on this site. In addition contact information for interested parties to speak to a representative will be provided. A dedicated email address will be publicised to allow people to speak with a representative on the COMP, and to log any concerns they have.

Car-Share Scheme

- 7.5 Car-sharing will be promoted to all construction staff. The client will encourage all workers at the site to log their journey details, including their home postcodes to match up potential car-sharers. For those who commit to car sharing a guaranteed lift home by taxi will be provided in case of emergencies.

Recruitment

- 7.6 There may be the opportunity to recruit construction staff locally to the scheme. This will ensure that construction staff have the opportunity to travel to and from the development by sustainable modes and have the maximum opportunity to benefit from the travel plan measures.

Parking Strategy

- 7.7 As mentioned earlier in this report parking will be provided within the site on a hardstanding area. Whilst providing a lower parking provision could encourage sustainable trip making and discourage single occupancy car trips (which is recognised as one of the most effective methods of controlling car trips to a development) there is a balance to be struck between encouraging sustainable travel and managing the potential for displaced parking on the surrounding highway network.
- 7.8 Notwithstanding the above the final hardstanding area will prioritise parking for any car sharers and the mobility impaired. Any staff who are allocated spaces should be encouraged to car share.
- 7.9 The above-mentioned measures will look to minimise the impact of all construction worker traffic on the surrounding highway network to the development site, including the local rural lanes.

8.0 OPERATIONAL MANAGEMENT

- 8.1 As part of the planning submission documentation an Environmental Statement was prepared and submitted. In this document a full assessment of the traffic movements to and from the site was presented and ultimately agreed with the Local Planning Authority. A summary of the approach to the site operation (in traffic and transport terms is summarised below).

Development Vehicle Movements

- 8.2 The ES confirmed that due to the nature of poultry farming vehicle movements associated with the farming operation are concentrated around certain activities during the cycle. As an example vehicle movements associated with feed deliveries increase during the crop cycle as the bird weights increase. Manure removal takes place at the end of the crop cycle over a short period after bird removal and before

chick placement. The removal of birds normally takes place in two phases during the crop cycle.

- 8.3 Manure removal at the close of the crop period represents the peak periods in any given 24-hour period. These are tractor and trailer movements and depending on where the manure is to be spread at times may not even route onto the adjacent public highway (i.e. the manure is spread on fields adjacent to the farm).
- 8.4 Bird removal (known as depopulation) at the close of the crop cycle is the most significant traffic event in terms of HGV movements. There are currently no restrictions on any HGV movements to Cinders Farm. With regard to the proposed poultry farm operation it is good practice and also in line with bird welfare standards to commence the bird depopulation no earlier than 0200.
- 8.5 Crop clearance will take place over a two two-day periods separated by a week, and during the 0200 to 0700 period there will be typically no more than two HGV bird removal movements to/from the site per hour.
- 8.6 With all poultry farm HGV traffic using the HGV routing strategy there is no possibility of these vehicles meeting each other on the 750m of public highway between the A539 and the new development access, as the loaded vehicle will not be released from the site until the arriving vehicle is on site. Communications between the site operators and the hauliers are made using radios and mobile phones, to manage the process in terms of the number of vehicles on site at any one time, and also to manage the movement of vehicles on the adjacent public highway.
- 8.7 Given that it is normal for bird removal movements not to start before 0200 on depopulation days it is expected that there will be a maximum of ten HGV movements between 0200 and 0700 during the night for a maximum of 30 days during the year.
- 8.8 **Table 8.1** confirms the HGV movements associated with the proposed 200,000 bird operation. On 27 days of the crop cycle there will be no HGV movements to/from the site. On a further 10 days of the crop cycle there will be an average of only 1 HGV visiting the site each day. On 4 days of the crop cycle there will be 2 HGV's visiting the site each day. On only 7 days of the whole crop cycle there will be more than 2 HGV visits per day.
- 8.9 Poultry depopulation good practice and bird welfare standards will be followed and the depopulation will not start earlier than 0200; on the longest depopulation day this will be completed by 1800 hours. The crop clearance will take place over a two two-day periods separated by a week, and during the 0200 to 0700 period there will be typically no more than two HGV bird removal movements to/from the site per hour. HGV traffic will use the proposed HGV routing strategy to ensure there is no possibility of these vehicles meeting each other on the public highway.
- 8.10 There will be a maximum of ten HGV movements between 0200 and 0700 during the night for a maximum of 30 days during the year.

	Description	Vehicle Type, dimensions and approximate weight: full/empty (tonnes)	Timing of delivery/collection	Number of movements per crop (Number of HGVs)
HGV	Bedding Delivery	HGV: 2.5m wide, 15.4m long	Between 0700 to 1200	2 (1)
	Chick deliveries	HGV: 4 axle rigid. 11.5T empty, c15.3T full.	Between 0700 and 1200	6 (3)
	Fallen Stock collection	7.5 tonne HGV	Between 0700 and 1200	10 (5)
	Night time Bird Collections	HGV: 2.5m wide, 15.4m long.	Between 0200 and 0700	18 (9)

	Description	Vehicle Type, dimensions and approximate weight: full/empty (tonnes)	Timing of delivery/collection	Number of movements per crop (Number of HGVs)
	(thinning over two days)			
	Day time bird collections (thinning over two days)		Between 0700 and 0800	2 (1)
	Night time bird collections (final clearance over two days)		Between 0200 and 0700	20 (10)
	Day time bird collections (clearance over two days)		Between 0700 and 0900	8 (4)
	Feed deliveries	HGV: 2.5m wide, 15.4m long. 17t empty, 44t full.	Between 0700 and 2300	30 (15)
Total HGV Movements				158 (79 HGV's)
Light Vehicles	Vet	Car	0700 to 2300	6
	Cleaning chemicals delivery	Van	0700 to 2300	2
	Cleaners	LGV	0700 to 2300	4
	Vaccination delivery	Van	0700 to 2300	2
	Litter spreader	LGV	0700 to 1200	2
Total Light Vehicle Movements				16

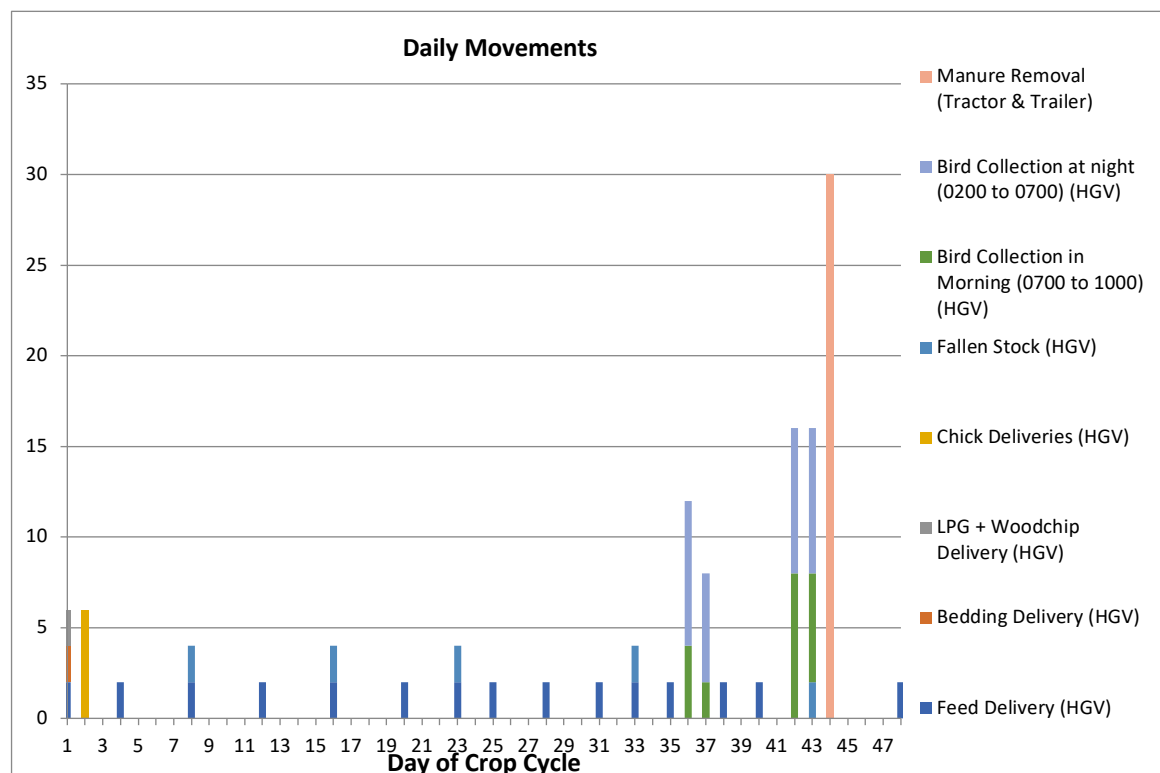
Note: one movement is a vehicle going on site, or leaving site.

Note: day time is 0700 to 2300. Night time is 2300 to 0700.

Table 8.1: Proposed Vehicle Movements per Broiler Crop Cycle

- 8.11 The data in the ES confirmed that the proposed poultry operation will generate a total of 130 HGV and tractor and trailer movements over its cycle, or 988 movements over the year (7.6 crop cycles). The assessment confirmed that when compared to the existing traffic volumes on the lane from the A539 this increase will not have any material impact on existing traffic movements, the use of the local highway network or highway safety.
- 8.12 The assessment work submitted during the life of the planning application also highlighted that the farm (and other associated farming and agricultural business operations) currently use the public highway network surrounding the site and the analysis of the PIA data confirmed there had been no recorded conflicts between HGV or agricultural traffic in the vicinity of the site. This was accepted by the Council when considering the planning application.
- 8.13 Of particular relevance to the impact of the proposed development was an assessment of the likelihood of any HGV traffic related to the proposed poultry farm meeting another HGV on the highway network. With regard to the lane from the A539 to the proposed development access this route already accommodates an existing average of 1.4 HGVs in each 24-hour period.
- 8.14 The ES confirmed that the minor increase in HGV movements generated by the proposed development would have no effect on the capacity or highway safety on this route. The likelihood of the additional HGV traffic meeting existing HGV traffic travelling in the opposite direction was shown to be exceptionally low.

- 8.15 Notwithstanding the above position, the development proposals look to provide two formal passing bays on the lane to allow two HGVs to pass. This will be located on the lane from the A539 to the proposed development. The southerly passing bay is circa 220m from the existing priority junction with the A539. The northern passing bay is 360m from the aforementioned junction.
- 8.16 In terms of mitigation measures it was agreed that In the unlikely event that two HGVs did meet on this route the lane widenings (in the form of a double width passing bays) would allow for vehicles to pass. It was agreed that these off-site improvements would benefit all highway users using this existing lane.
- 8.17 As a reminder the previously agreed vehicle movements associated with one crop cycle are broken down per day in **Graph 8.1**. The graph shows that the peak number of vehicles in any one day will be 30 HGVs associated with the depopulation of birds and a feed delivery. The graph confirms that:
- on 27 days out of the crop cycle there will be no movements
 - on a further 10 days out of the cycle only one vehicle will visit the site
 - on a further 4 days of the cycle only two vehicles will visit the site
 - on a further 7 days of the cycle there will be two or more vehicles visiting the site
 - in summary for 86% of the crop cycle there will be two vehicles or less visiting the site each day



Graph 8.1: Cinders Farm Poultry Crop Cycle

Site Traffic Management – Bird Depopulation

- 8.18 As part of the poultry farming operation the depopulation activities are carefully managed to minimise the impact on the surrounding area. The depopulation process will operate with a maximum of two movements per hour between the hours of 0200 and 0700. This approach minimises disturbance to the small number of residential properties on the HGV route to/from the site to the A539. This two HGV movements/hour has previously been accepted by other Councils and the Planning

Inspectorate on comparable consented schemes within 50 miles of the application site.

- 8.19 As stated above bird collections take place at two periods during the crop cycle. The Red Tractor Standard (Standard no. PT.9) states that "The processing plant is responsible for implementing a pre-planned arrivals system" for poultry transport). Approximately a week prior to bird collection the farm receives a logistics timetable from the processing company that provides a very detailed timetable for each lorry. The timetables include:

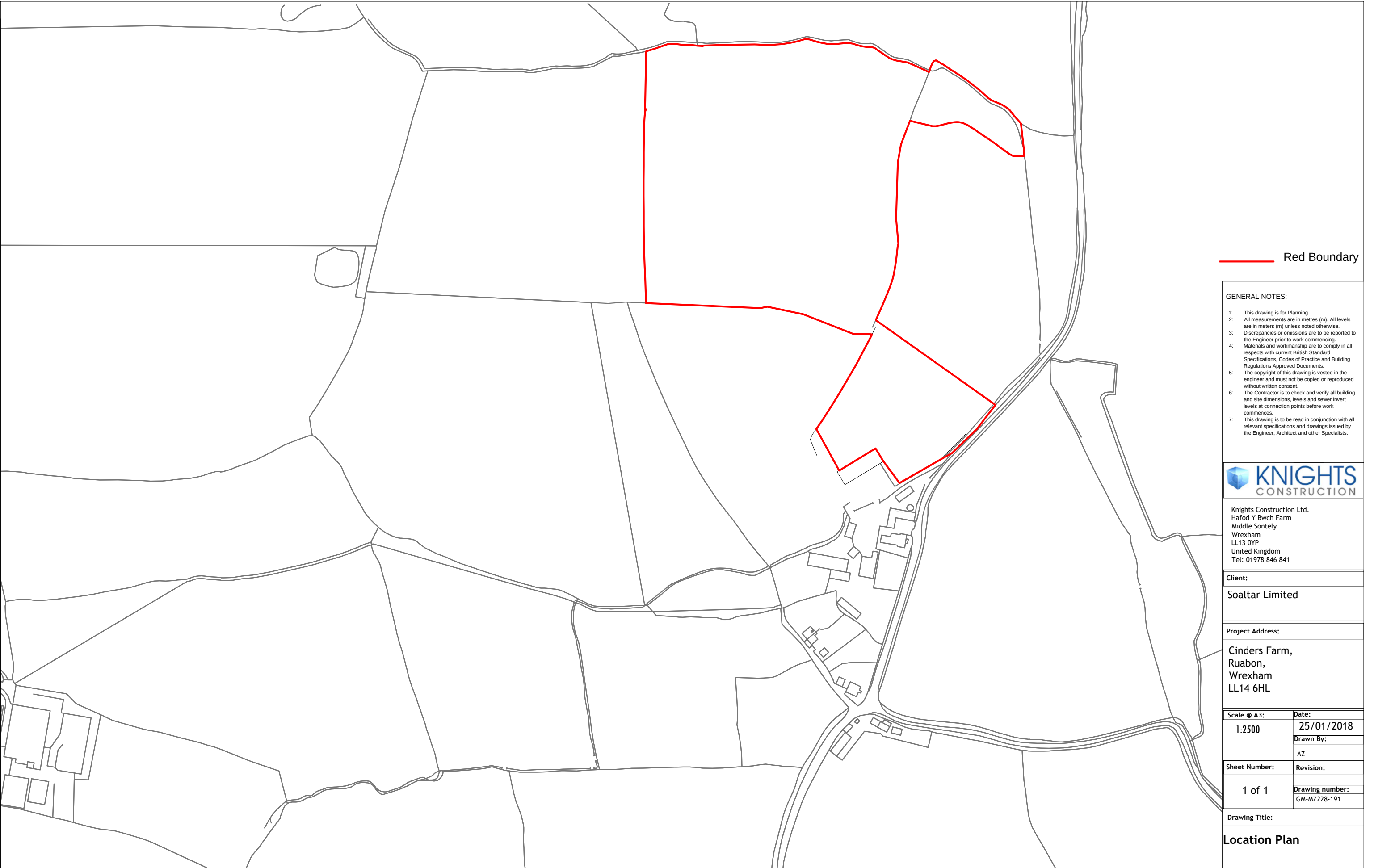
- The drivers name
- The load number
- The vehicle registration number
- The time that the vehicle is due to leave the poultry processor
- The time that the vehicle is to arrive at the farm
- The time that bird catching for that vehicle is due to start
- The time that the lorry is due to leave the farm
- The time that the lorry is due to arrive at the factory
- The identification number of the team that is due to catch the birds on the farm
- The house number from which the birds are to be caught
- The number of kilograms that are to be loaded into each draw on the lorry
- The number of birds that are to be placed per draw
- The number of draws that the lorry contains
- The age of the birds
- The "program weight" of the birds i.e. the predicted weight of the birds

- 8.20 This operational management approach demonstrates that the impact on the surrounding highway network will be kept to a minimum and the farm will be always aware of the times and vehicle locations during the depopulation period.

9.0 CONCLUSIONS

- 9.1 SK Transport Planning Ltd (SKTP) has been commissioned by the Wynnstay Home Farm Partnership (the client) to produce a Construction and Operational Management Plan (COMP) for the consented broiler unit at Cinders Farm, Ruabon.
- 9.2 This document provides commentary on the construction and operational traffic flows associated with the consented scheme. It is noted that the operational traffic flows were all submitted and accepted as part of the technical traffic and transport information that supported the planning application.
- 9.3 This document has been prepared to provide the Council with all the above information on construction traffic and site operational management matters. In addition, this COMP has been prepared to ensure the development complies with all current legislation, directives and regulations that relate to the construction of the development.
- 9.4 The COMP provides comprehensive information on all the topic areas requested by the Council. It should be remembered that this document is not a 'one off' static document though. It may require updates as the stages of development are completed and should be developed in conjunction with the Council and other relevant parties.

APPENDIX A



Red Boundary

GENERAL NOTES:

- 1: This drawing is for Planning.
- 2: All measurements are in metres (m). All levels are in meters (m) unless noted otherwise.
- 3: Discrepancies or omissions are to be reported to the Engineer prior to work commencing.
- 4: Materials and workmanship are to comply in all respects with current British Standard Specifications, Codes of Practice and Building Regulations Approved Documents.
- 5: The copyright of this drawing is vested in the engineer and must not be copied or reproduced without written consent.
- 6: The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work commences.
- 7: This drawing is to be read in conjunction with all relevant specifications and drawings issued by the Engineer, Architect and other Specialists.



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LL13 0YP
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Tel: 01978 846 841

Client:

Soaltar Limited

Project Address:

Cinders Farm,
Ruabon,
Wrexham
LL14 6HL

Scale @ A3:	Date:
1:2500	25/01/2018
	Drawn By:
	AZ
Sheet Number:	Revision:
1 of 1	Drawing number:
	GM-MZ228-191

Drawing Title:

Location Plan



- GENERAL NOTES:
1. This drawing is for Planning.
 2. All measurements are in metres (m). All levels are in metres (m) unless noted otherwise.
 3. Discrepancies or omissions are to be reported to the Engineer prior to work commencing.
 4. Materials and workmanship are to comply in all respects with current British Standard Specifications, Codes of Practice and Building Regulations Approved Documents.
 5. The copyright of this drawing is vested in the engineer and must not be copied or reproduced without written consent.
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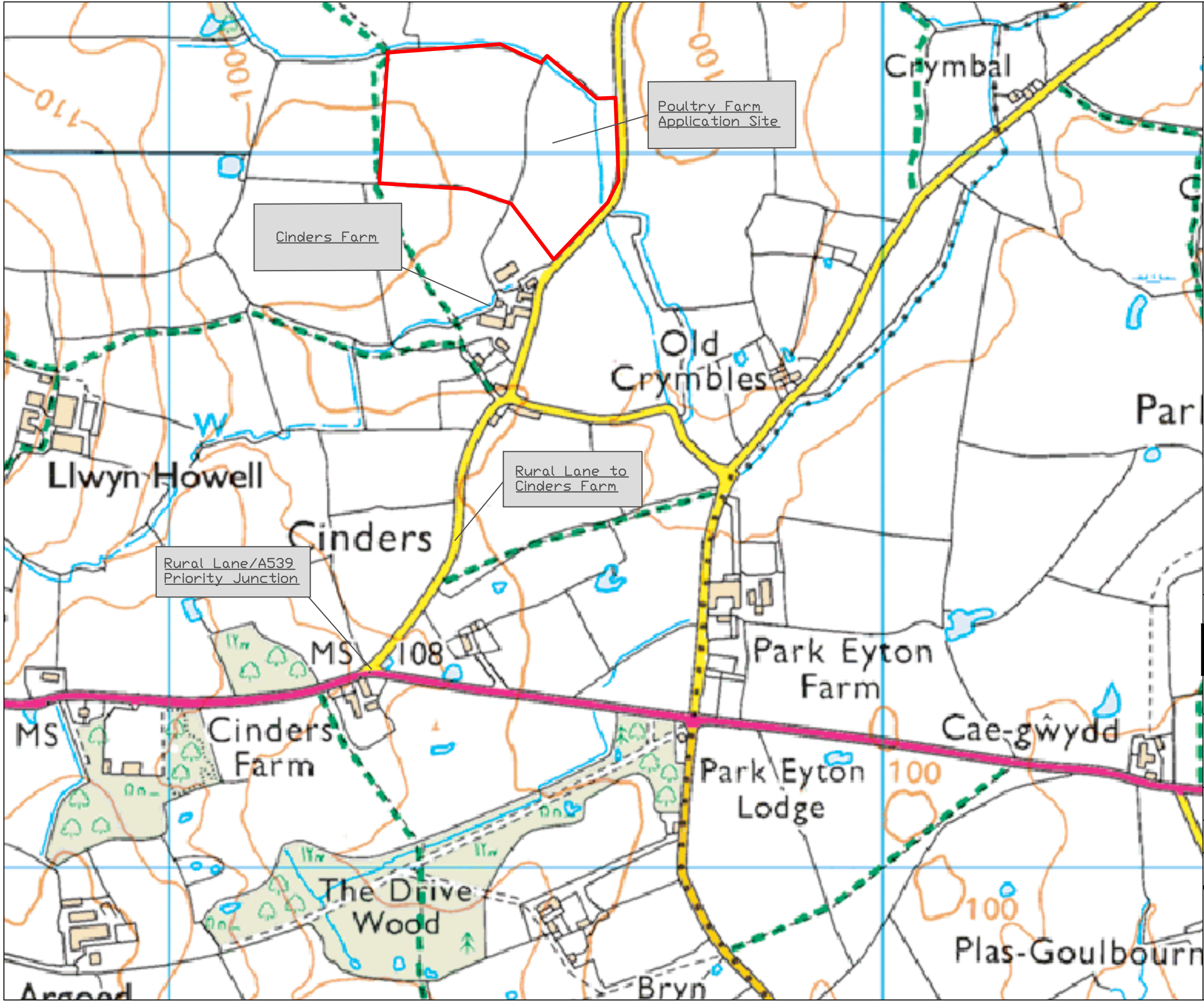
Client:
Soaltar Limited

Project Address:
**Cinders Farm,
Ruabon,
Wrexham
LL14 6HL**

Scale @ A0:	Date:
1:500	25/01/2018
	Drawn By:
	AZ

Sheet Number:	Revision:
1 of 1	Drawing number: GM-MZ228-181

Drawing Title:
Site Layout



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21685-01

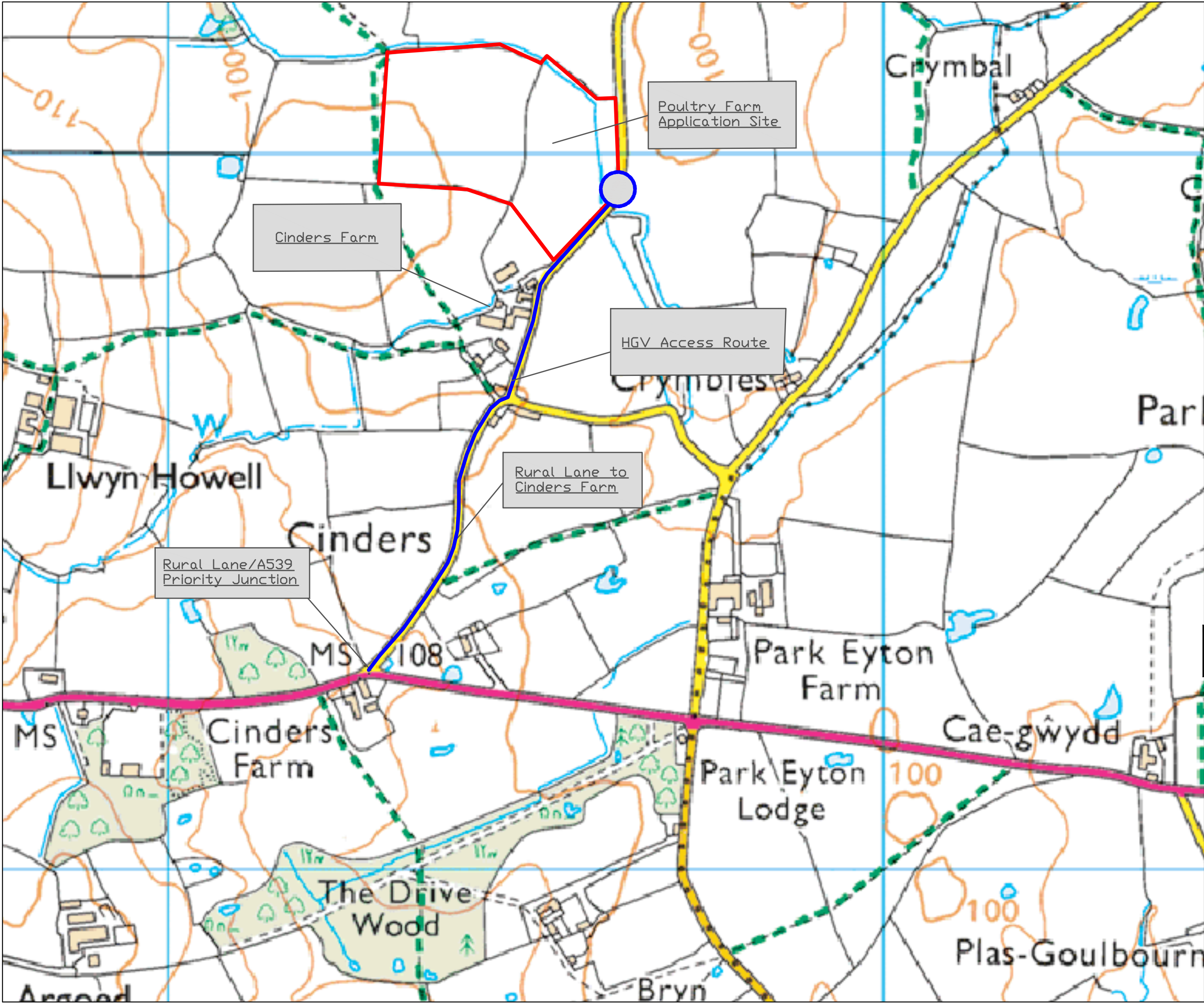
Cinders Farm, Nr Ruabon
Drawing Title
Plan 1 Site Location & Local Highway Network

Scale at A3
NTS

Drawn	Approved
KAT	MAK
Check	Date
KAT	21/12/17

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NOTES

HGV Access Route

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21685-02

Cinders Farm, Nr Ruabon

Drawing Title

Plan 2
HGV Access Route

Scale at A3

NTS

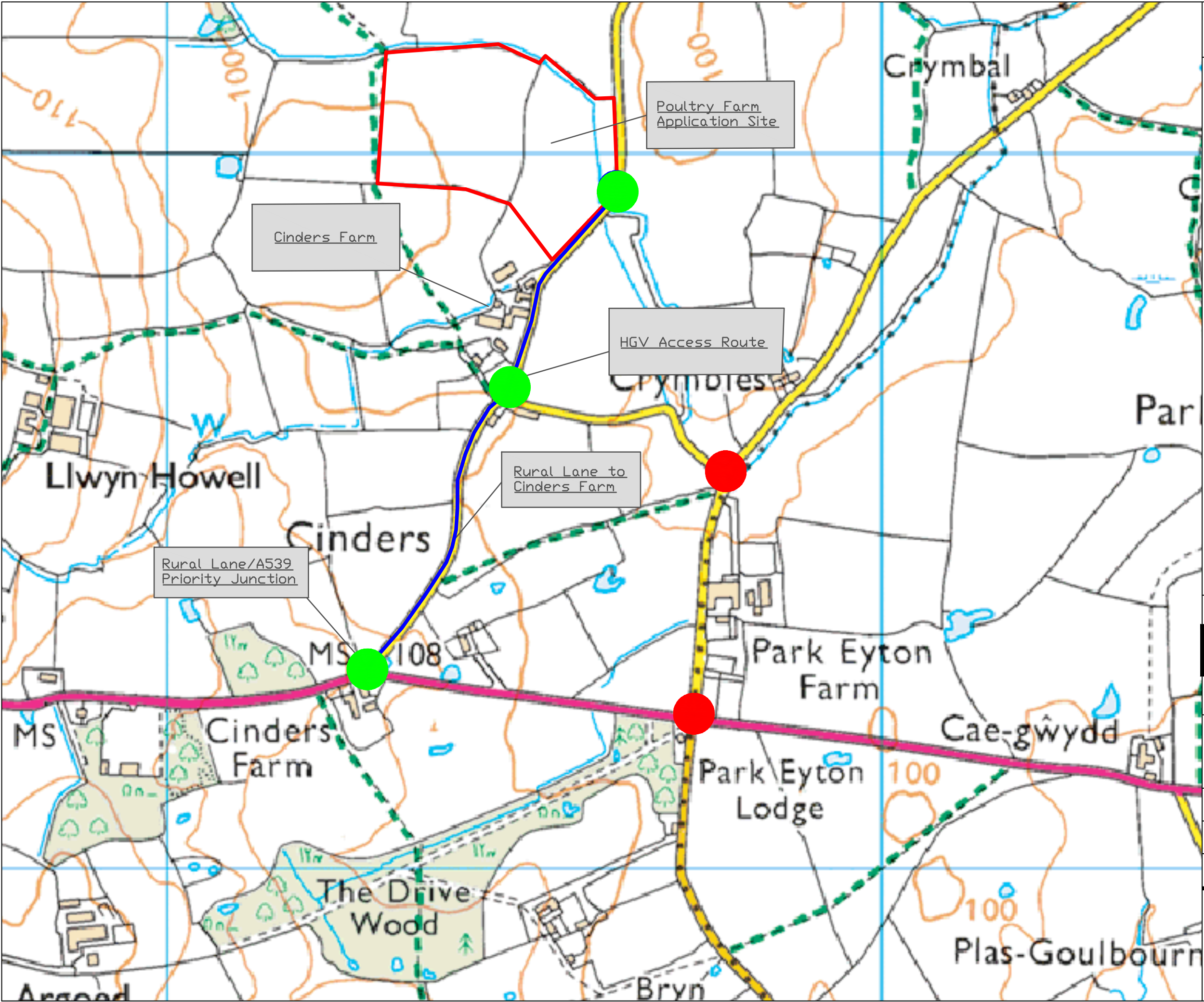
Drawn	KAT	Approved	MAK
Check	KAT	Date	21/12/17

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SK TP

APPENDIX B

Plot Date :Tuesday, December 10, 2019 9:24:49 pm
AutoCAD File Name :/Users/Michael/Dropbox/Promo/Cinders Farm/SK21685-03.dwg



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

- Construction Signage to be Delivered at Highlighted Locations on Agreed HGV Route to/from Development Site
- 'No Access' Signage to/from Development Site to A539

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21685-10

Cinders Farm, Nr Ruabon

Drawing Title

COMP Contractor Signage on Defined Construction/HGV Route

Scale at A3

NTS

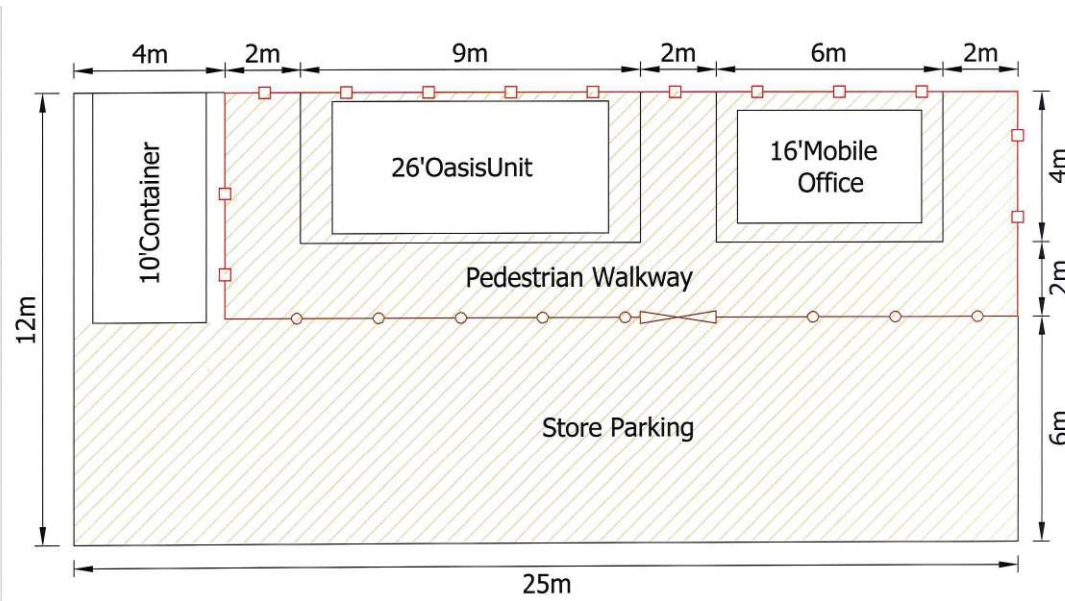
Drawn	Approved
KAT	MAK

Check	Date
KAT	21/12/17

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APPENDIX C



LEGEND

-  1m Heras Fencing
-  2m Heras Fencing
-  Gate
-  Stone / Terram
-  Surface / Stone / Ter