

**Merehead Dairy Unit,
Big Arowry, Bettisfield, SY13 3EJ**



Highway Statement

Colin Simpson CEng. MICE. MCIHT.BTech.
Highway Planning Services
52 Whitchurch Road
Chester
CH3 5QB
07789 851232
highwayplanningsolutions@btinternet.com

1 Project Brief

Planning application P/2019/0676 for the construction of a milking parlour and associated works was submitted to Wrexham Borough Council in September 2019. The highway authority was consulted on the application and raised concerns regarding the suitability of the existing site access; a copy of the highway response is included within the appendices of this report. This report and associated drawing have been prepared to address those concerns.

2 Site location and Access

2.1 The application site at Merehead Farm is located approximately 1.5km south of Hanmer Village. Access to the farm is gained from a private road leading off New Road which runs between the A495 and Hanmer. Access along the farm road is restricted to use by the farm and the two associated houses; there is no public access.

2.2 New Road is an unclassified road subject to the national speed limit and with a width of approximately 6m in the vicinity of the site access. The access road has a width between hedgerows of 4.5-5m with a surfaced width of approximately 3m. The access road junction is situated on the inside of a slight bend and boundary hedges limit visibility to 2.4x16m in both directions.

3 Discussion

3.1 The highway response raised concern related to the width of the access and available visibility but concedes that adequate improvements could be delivered if adjoining land is within the control of the Applicant and subject to verification of traffic speeds.

- 3.2 A traffic speed survey was commissioned and undertaken by TrafficSense during the seven day period 12-18 October 2019. Eighty fifth percentile speeds were found to be 42.1mph northbound and 41.0mph southbound; results from the survey are included within the appendices. TAN18 would suggest appropriate visibility splays of 2.4x120m in both directions.
- 3.3 Hedgerows either side of the access are within the control of the applicant; setting back of approximately 45m of hedgerow to the south of the access road and 75m to the north would provide the required visibility splays. Due to the alignment of New Road, removal of hedgerows as described above would generate visibility in the order of 130m to the south and 160m to the north. The visibility splays are indicated on the submitted drawing; extracts are included within the appendices.
- 3.4 In order to determine the extents of road widening required at the access road junction a swept path analysis has been undertaken. The AutoCAD library does not include a milk tanker and the analysis has assumed an articulated tanker passing a four by four road vehicle. The swept path analysis is included on the submitted drawing but extracts are included within the appendices. The submitted drawing indicates the extents of the proposed road widening required to accommodate the vehicle swept paths with an extract included within the appendices.
- 3.5 The highway response raised concern related to the width of the access track leading up to the application site; this is a private road with limited traffic flows. Following implementation of the proposed road widening at the

access road junction, any further passage of vehicles will be remote from, and have no impact on, the operation of the highway. There are however a number of locations along the track where minimal improvement would facilitate the passage of vehicles; photographs are included within the appendices.

4 Conclusions

- Removal of sections of the hedgerows either side of the access road will provide appropriate visibility splays.
- Widening of the access road junction will facilitate the passage of opposing vehicles.
- An appropriate and safe access can be provided from New Road.

Appendices

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0676 **Your Ref:** PF/P/2019/0676
Date: 17th September 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 452 385 Merehead Dairy Unit, Big Arowry, Bettisfield, Wrexham.
Development: Construction of new milking parlour, slurry storage lagoon and silage pad.

I refer to your consultation dated 05/09/2019 in respect of the above.

Access

The proposed development site is accessed off a classified, rural lane subject to a 60mph speed limit. However, without the benefit of a speed survey it is difficult to assess what speeds are typical along this section.

Assuming typical speeds of 60mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is severely sub-standard providing splays of approximately 2.4 x 19m in the northerly direction and 2.4 x 24m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

I would therefore not be able to support any proposed development that is likely to result in any significant increase in vehicle movements given the lack of adequate visibility.

However, if the applicant has control of the land either side of the access, there may be potential to carry out modifications to the hedgerow to maximize visibility from the proposed access. The applicant may wish to carry out a speed survey to ascertain 85th percentile speeds which would determine the required splays.

The access onto the classified road is approximately 25m wide reducing to 4.8m at 8.7m behind the edge of carriageway. I assume the largest size of vehicle visiting the site would be a milk tanker (typically around 14.5m in length). Based on such a vehicle, I would normally recommend any proposed access is a minimum 5.5m wide for a minimum distance of 20m behind the adjoining carriageway incorporating appropriate kerb radii (based on swept paths).

The private road serving the development site is typically less than 4.1m beyond this point with limited passing places and cannot adequately accommodate the simultaneous passage of two vehicles. I would not consider the dimensions of the existing access suitable to accommodate such a vehicle or other large HGV delivery vehicles.

However, if the applicant has control of the land either side of the access, there may be potential to carry out modifications to the proposed access as detailed above.

Traffic Generation

The Design & Access Statement states that the proposed development will increase vehicle movements at the site. I understand that the additional movements likely to be generated by the development include milk tankers, feed lorries, staff vehicles (2 – 3 staff), vet visits, commercial vehicle and other deliveries

Parking & Turning Provision

Parking & turning provision at the site appears adequate.

I would normally recommend that the application be **REFUSED** for the following reason:-

1. There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.
2. The dimensions of the existing access appear to be insufficient to accommodate the safe access of vehicles clear of the adjoining highway.

However, if the applicant were to satisfactorily address the issues raised then further consideration could be given to the proposed development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



 Chief Officer Environment & Technical



Location Plan

Automatic Classified Counts

LOCATION: HANMER

Direction: NORTHBOUND

AVERAGE SPEEDS

Hr Ending	Saturday 12-Oct-13	Sunday 13-Oct-13	Monday 14-Oct-13	Tuesday 15-Oct-13	Wednesday 16-Oct-13	Thursday 17-Oct-13	Friday 18-Oct-13
1	-	39.7	38.0	38.0	-	38.0	-
2	33.0	25.5	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	25.5	-	-
5	38.0	38.0	40.5	43.0	-	43.0	-
6	34.3	-	36.1	43.0	33.6	46.3	33.9
7	38.0	-	34.7	38.8	40.5	39.3	41.3
8	32.0	38.0	35.3	34.8	36.2	39.8	37.3
9	37.0	35.5	35.1	35.8	37.5	36.8	37.1
10	30.8	33.0	35.8	35.7	33.3	36.2	35.9
11	30.6	31.9	32.6	35.2	32.4	35.5	33.3
12	36.4	35.4	32.1	35.4	35.1	36.5	33.3
13	33.9	34.5	35.3	34.7	35.8	36.7	35.8
14	30.0	26.8	34.7	36.3	34.6	37.3	37.0
15	36.6	29.8	36.1	33.5	35.0	37.8	37.6
16	35.1	30.0	38.2	36.2	36.7	35.4	35.3
17	33.5	35.3	34.7	38.3	34.3	39.4	31.6
18	36.9	37.2	36.5	37.1	37.2	37.1	34.5
19	32.9	33.2	34.3	31.6	36.1	37.3	32.7
20	37.1	31.1	33.2	29.9	37.4	38.8	35.8
21	33.0	38.8	37.6	37.0	38.0	43.0	39.7
22	31.0	33.0	38.0	40.9	34.0	35.8	34.7
23	32.0	31.8	38.5	35.2	38.7	33.8	35.5
24	35.5	38.0	38.0	38.0	38.0	38.0	43.0
10-12	33.5	33.7	32.3	35.3	33.7	36.0	33.3
14-16	35.8	29.9	37.1	37.9	35.8	36.6	36.4
0-24	34.2	33.8	36.0	36.9	35.5	38.2	36.4

85TH PERCENTILE

Hr Ending	Saturday 12-Oct-13	Sunday 13-Oct-13	Monday 14-Oct-13	Tuesday 15-Oct-13	Wednesday 16-Oct-13	Thursday 17-Oct-13	Friday 18-Oct-13
1	-	47.3	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	44.0	-	-	-	-
6	46.6	-	45.6	48.0	40.8	49.2	49.7
7	-	-	42.7	42.6	44.0	41.8	44.2
8	39.2	45.1	46.7	43.8	42.2	45.4	44.0
9	41.5	42.1	41.5	40.2	44.9	44.0	42.5
10	40.9	37.1	43.6	41.3	38.3	42.9	40.1
11	41.7	41.7	40.1	40.5	40.6	40.9	39.4
12	40.6	43.3	40.8	42.0	42.5	42.0	38.6
13	41.3	39.7	39.4	40.7	42.0	41.9	42.8
14	38.8	34.6	39.9	41.7	40.8	43.5	44.1
15	42.5	36.5	44.0	44.7	43.1	43.5	41.7
16	41.6	41.0	41.2	41.7	41.8	40.3	40.6
17	42.6	41.0	40.7	44.6	40.6	44.9	40.0
18	42.1	41.8	45.9	42.6	42.6	43.8	38.7
19	36.9	43.2	37.9	41.4	46.9	41.1	39.4
20	47.6	34.9	43.0	40.5	46.2	44.4	39.4
21	33.0	43.7	44.2	41.6	43.5	48.0	45.4
22	36.4	33.0	43.0	45.7	42.7	42.3	37.2
23	38.3	40.6	46.9	41.1	42.2	42.6	41.1
24	40.5	-	-	-	-	42.1	53.0
10-12	41.2	42.5	40.4	41.2	41.6	41.4	39.0
14-16	42.0	38.7	42.6	43.2	42.4	41.9	41.2
0-24	40.7	40.4	42.7	42.5	42.5	43.4	42.2

7 DAY AVERAGE SPEED

35.8

7 DAY AVERAGE 85th PERCENTILE

42.1

Automatic Classified Counts

LOCATION:	HANMER
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Direction:	SOUTHBOUND
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AVERAGE SPEEDS

Hr Ending	Saturday 12-Oct-19	Sunday 13-Oct-19	Monday 14-Oct-19	Tuesday 15-Oct-19	Wednesday 16-Oct-19	Thursday 17-Oct-19	Friday 18-Oct-19
1	-	-	-	38.0	-	-	33.0
2	-	-	-	-	-	-	33.0
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	38.0	43.0	38.0
6	-	-	33.6	40.5	34.7	44.3	38.0
7	38.0	-	35.5	36.3	38.0	35.5	38.0
8	34.7	38.0	38.7	36.2	33.9	38.2	36.1
9	33.6	33.9	35.8	35.2	34.1	36.8	34.3
10	31.4	33.0	34.1	32.3	31.7	37.6	32.1
11	33.7	34.6	31.0	32.3	35.7	35.0	31.2
12	33.7	34.3	32.5	30.0	35.9	34.5	34.8
13	35.0	33.9	35.3	37.3	36.7	35.5	36.1
14	38.0	34.1	34.1	36.6	34.5	38.5	35.9
15	35.8	30.4	34.2	36.4	33.2	37.4	36.2
16	31.4	31.1	33.9	36.6	34.9	37.4	34.2
17	31.1	36.1	34.5	37.2	37.0	37.2	35.3
18	34.7	31.5	34.1	38.4	33.9	38.0	32.5
19	33.8	33.6	36.1	34.0	35.2	37.4	32.7
20	36.1	40.5	34.5	37.0	38.4	38.0	29.5
21	36.5	36.5	33.7	35.0	38.0	36.5	33.6
22	35.5	33.0	37.0	31.8	33.6	37.0	25.5
23	34.9	40.5	35.5	43.0	25.5	32.2	31.3
24	21.8	38.0	-	40.5	38.0	-	25.5
10-12	33.7	34.4	31.8	31.2	35.8	34.8	33.0
14-16	33.6	30.7	34.0	36.5	34.1	37.4	35.2
0-24	33.9	34.9	34.7	36.2	35.0	37.4	33.5

85TH PERCENTILE

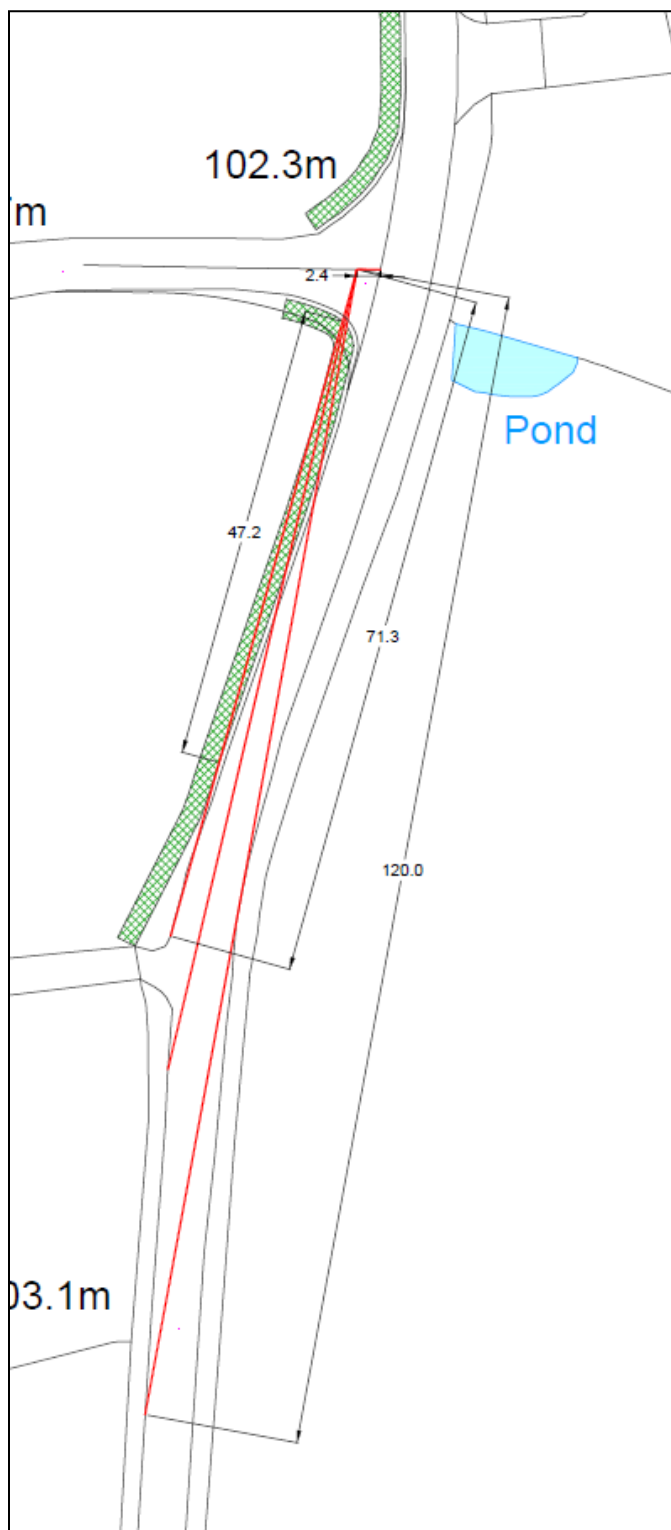
Hr Ending	Saturday 12-Oct-19	Sunday 13-Oct-19	Monday 14-Oct-19	Tuesday 15-Oct-19	Wednesday 16-Oct-19	Thursday 17-Oct-19	Friday 18-Oct-19
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2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	43.0	-
6	-	-	39.5	44.0	37.6	46.8	43.0
7	38.0	-	39.0	36.9	41.5	39.0	43.0
8	37.6	38.0	43.5	45.1	42.6	42.5	42.5
9	39.4	38.9	39.9	40.6	38.3	41.0	42.4
10	38.8	37.0	39.4	39.1	39.1	43.3	36.6
11	38.1	39.8	40.6	37.0	40.7	41.8	37.1
12	43.2	39.4	39.6	35.5	39.0	40.6	40.7
13	39.3	39.3	43.3	40.7	42.1	42.4	44.0
14	42.3	41.4	43.0	43.2	40.5	41.2	42.0
15	41.0	40.6	40.0	41.7	43.5	41.6	44.0
16	39.2	39.5	41.9	42.4	40.6	43.7	41.2
17	41.8	41.8	39.8	41.8	42.4	40.9	42.5
18	40.0	38.2	42.3	42.7	41.9	41.6	40.3
19	44.2	43.8	38.7	42.7	39.6	46.2	37.1
20	41.5	44.7	38.8	44.3	44.1	42.6	37.1
21	43.0	44.7	39.5	37.7	45.1	43.9	39.7
22	39.0	33.0	39.2	40.6	40.8	41.2	-
23	41.1	44.0	39.0	-	-	38.5	41.4
24	44.7	-	-	44.0	46.7	-	-
10-12	40.7	39.6	40.1	36.2	39.9	41.2	38.9
14-16	40.1	40.1	41.0	42.1	42.0	42.6	42.6
0-24	40.7	40.3	40.4	41.2	41.5	42.2	40.9

7 DAY AVERAGE SPEED

35.1

7 DAY AVERAGE 85th PERCENTILE

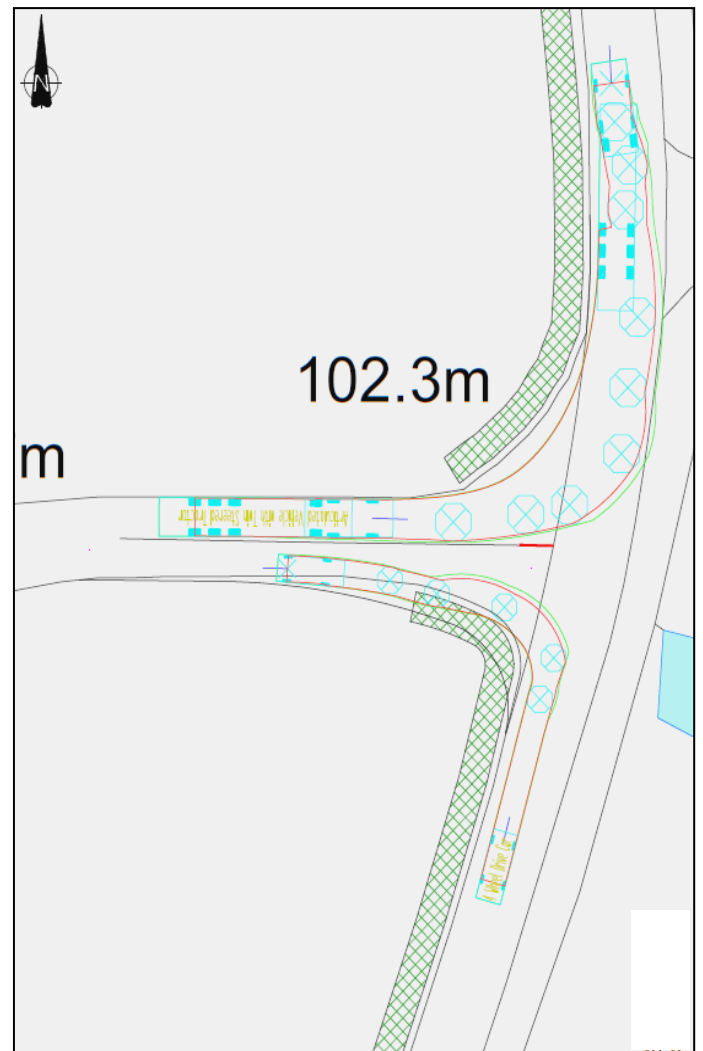
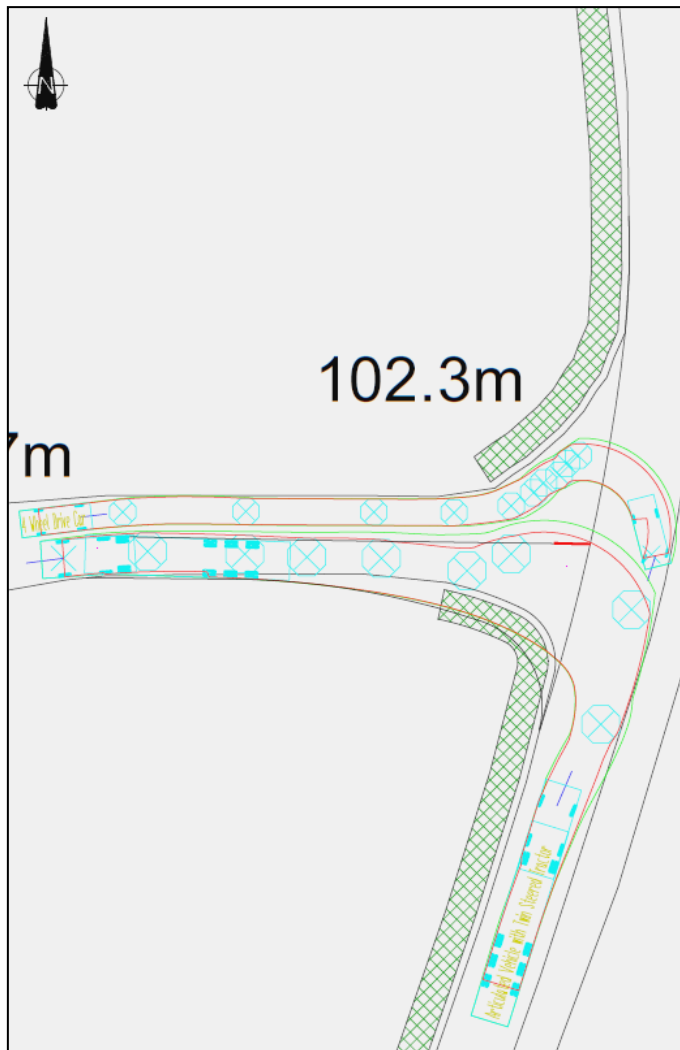
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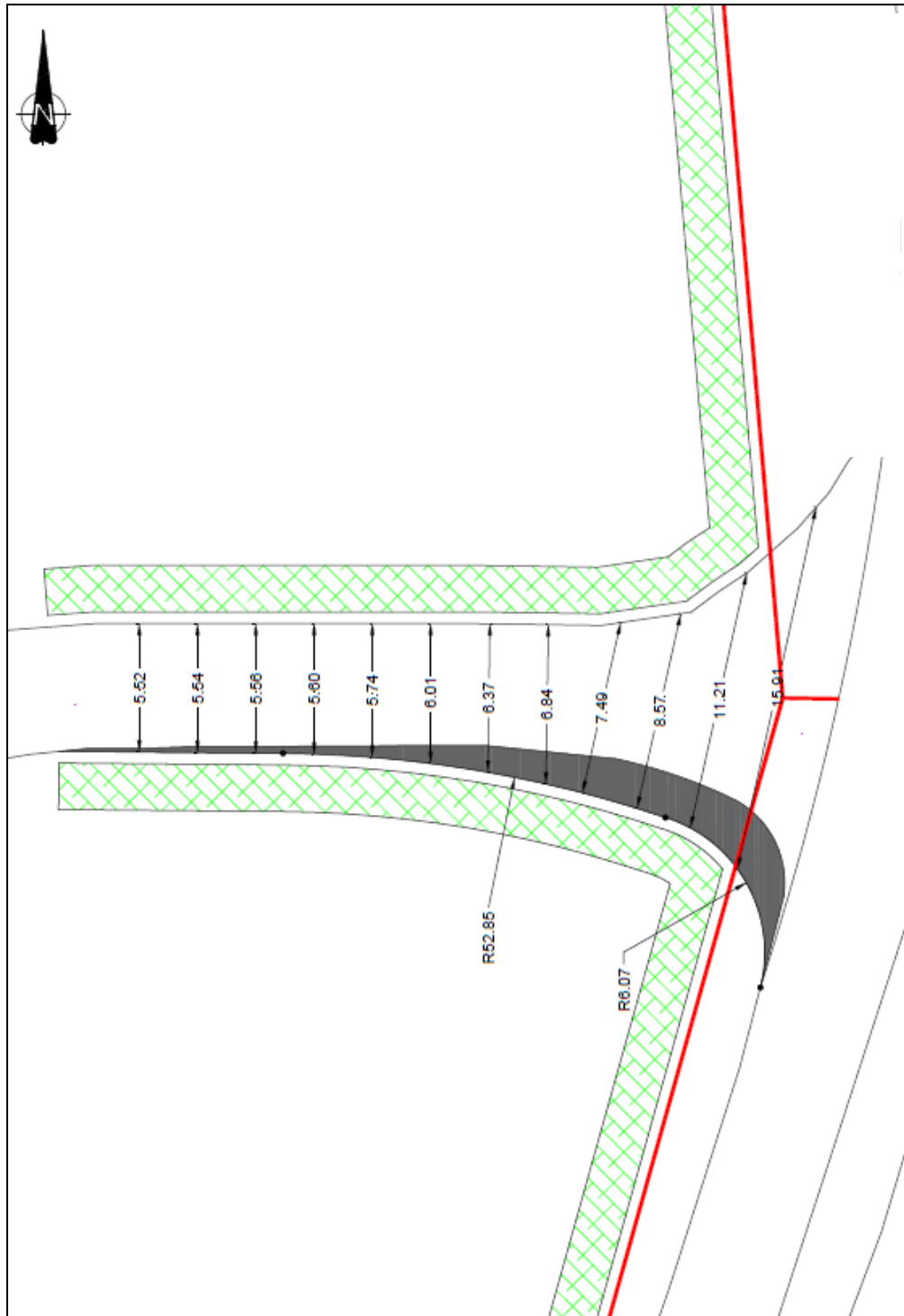
2.4x120m visibility south



2.4x120m visibility north



Swept path diagrams



Proposed junction widening (shown shaded)



Existing 2.4x16m visibility south



Existing 2.4x16m visibility north



Potential passing places on the access track