

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2018/0577 **Your Ref:** PF/P/2018/0577
Date: 18th December 2018

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

Location: O. S Grid Ref: 325 437 Cinders Farm, Cinders, Ruabon, Wrexham.

Development: Erection of four agricultural buildings and plant, associated infrastructure, landscaping and access arrangements.

I refer to your consultation / email dated 10/12/2018 including Transport Note from SK Transport Planning dated 07/12/2018 in respect of the above.

Access (off A539 Overton Road)

The proposed development site is located on Cinders Lane (Classified Road) off the A539 Overton Road (Classified). The main route to the site is via the A539 / Overton Road / Cinders Lane junction.

The A539 Overton Road is a rural, classified road subject to a 50mph speed limit. A recently conducted speed survey along this section determined 85th percentile speeds of 53.3mph for vehicles travelling eastbound and 44.3mph for vehicles travelling westbound.

Based on these determined speeds, any proposed access / junction in this location would normally be required to provide visibility splays of 2.4 x 162m in the westerly direction and 2.4 x 121m in the easterly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18. The submitted Transport Note appears to have determined reduced visibility splay requirements of 2.4 x 147.1m in the westerly direction and 2.4 x 106.6m in the easterly direction. However, these revised splays have been determined in accordance with Manual for Streets which is not applicable in this case as the determined speeds are greater than 37mph.

Visibility from the existing junction onto the A539 is currently inadequate in both directions. Visibility in the westerly direction is approximately 2.4 x 120m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow. Visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 30m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow along this section.

The submitted Transport Note indicates the provision of visibility splays of 2.4 x 147.1m in the westerly direction and 2.4 x 106.6m in the easterly direction measured to a point 1m off the nearside kerbline. We would normally accept splays being measured the nearside wheel track ie/ 400mm off kerb edge but not 1m into the carriageway.

Although the proposed splays represent an improvement on the existing available splays, they still fall significantly short of the required TAN 18 visibility standards. Given the nature of the proposed vehicles anticipated to be generated by the proposed development ie/ slow moving HGVs entering / exiting this junction, I would not consider the junction appropriate to accommodate the additional vehicle movements.

The submitted plan (Drg. No. 1484.06 Rev A) indicates that any existing sections of hedge within the visibility splays will be reduced in height and managed at 1.5m high above the carriageway. I assume that this is a typographical error (ie/ should be max. of 1m above adjoining carriageway level).

Any proposed junction in this location would also normally be required to provide adequate forward visibility between vehicles waiting to turn into Cinders Lane and vehicles approaching from the west providing a stopping sight distance (SSD) of 162m. The submitted plan (Drg. No. SK21685-10 Rev A) indicates a forward visibility splay of 160m for right turning traffic to 1m offset from nearside kerb. However, I would recommend that forward visibility is measured to the centerline of the carriageway in the westerly direction so the full width of the oncoming lane is visible. This would mean that only a forward visibility splay of approximately 60m is achievable. The existing farm building (Wynnstay Stables) restricts visibility in this direction.

I would be unable to support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard junction.

Swept Path Details / Junction Widening

I understand that the proposed development will be serviced by 16.5m long HGVs. The submitted layout plan (Drg. No. SK21685-11 Rev A) indicates the adjustment / widening of the western kerbline and the swept path movements of 16.5m HGVs exiting / entering the site. The swept path details / junction widening indicate that 2 no. 16.5m HGVs could access the junction simultaneously which represents an improvement on the existing junction layout.

Previous discussions on site included the potential closing up and re-location of the existing field accesses which are located on the western side of the Cinders Lane junction. These accesses are located in a poor position in respect of the existing junction. I understand that the applicant has control of this land and access points and could close up these access points and re-locate them to a more suitable position further along Cinders Lane. The closure of these access points has not been indicated on the submitted layout plans.

Access (via Cinders Lane)

Cinders Lane is a narrow, rural, classified road subject to a 60mph speed limit. However, a recently conducted speed survey determined 85th percentile speeds at the existing access of 28.1mph for vehicles travelling northbound and 26.6mph for vehicles travelling southbound. Submitted plan (Drg. No. SK21685-05 Rev A) indicates the provision of 2.4 x 43m visibility splays measured to the nearside edge in both directions from the proposed site access. These splays exceed the requirements of Manual for Streets and are considered acceptable.

The proposed access serving the site is 5.5m wide for at least 20m behind the adjoining highway with a splayed entrance on the southerly side. The proposed access will require the culverting of an open ditch. **I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt (Tel: 01978 729734) to discuss / agree any proposed culverting of ditches.**

Cinders Lane is typically narrow being less than 4.1m wide for the majority of its length up to the development site. The proposed access to the development site is located approximately 750m away from the junction with the A539. The narrow nature of the lane does not allow for the simultaneous passage of 2 vehicles.

The applicant has offered to construct 2 no. passing places along Cinders Lane which would obviously benefit all users of this section of road. The proposed passing places indicated on submitted layout plan (Drg. No. 1484.06 Rev A) would provide a 7.5m carriageway width each over a length of 25m. However, these passing places do not appear to be intervisible and it is considered that larger HGVs would find it difficult to reverse back along Cinders Lane should two vehicles meet. This situation could be improved by providing a 3rd passing place between the 2 no. proposed passing places.

Forward visibility along Cinders Lane is typically poor given the geometry of the road and would not benefit from any significant increase in vehicle movements (particularly HGVs) along this section. The potential for highway conflict, possible hazard and damage to the roadside verges is likely to be significant and unacceptable.

Parking and Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the development site. This detail does not appear to have been provided.

However, I would recommend the submission of a suitable layout plan indicating specific parking and turning arrangements of cars / HGVs within the curtilage of the site. Appropriate swept path details will need to be submitted demonstrating how HGVs (16.5m long) will enter / park / turn / exit the site. Details of maximum number of vehicles likely to be on site at any one time and where they will park will need to be provided.

Public Footpaths

Public footpath No. 91 Rubaon may well be affected by the proposed development. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Traffic Movements

The site is located approximately 750m north of the A539 and is accessed via a narrow, rural lane (Cinders Lane) with a priority junction onto the A539. The applicant has indicated that they will operate a HGV Routing Plan to avoid any conflict between poultry traffic using local routes and other vehicles. The proposed HGV route is the shortest route to the A539 and wider highway network.

A recently conducted traffic count indicated an average daily two-way traffic flow of 61 vehicles on the lane from the A539 north towards the proposed poultry farm. I understand that an average of 1.4 HGVs used this route on each of the 7 survey days.

I understand that there will be 7.6 crop cycles per year, each cycle lasting 48 days. Movements are as follows:-

Day	No. of Movements	Type of vehicle
1	6	HGV
2	6	HGV
4	2	HGV
8	4	HGV
12	2	HGV
16	4	HGV
20	2	HGV
23	4	HGV
25	2	HGV
28	2	HGV
31	2	HGV
33	4	HGV
35	2	HGV
36	12	HGV
37	8	HGV
38	2	HGV
40	2	HGV
42	16	HGV
43	16	HGV
44	30	Tractor & Trailer
48	2	HGV

I understand that bird removal (known as depopulation) at the close of the crop cycle is the most significant traffic event in terms of HGV movements. It is anticipated that there will be a maximum of 10 HGV movements between 02:00 and 07:00 during the night for a maximum of 30 days during the year. This would typically equate to a maximum of 2 HGV bird removal movements to / from the site per hour.

On 27 days out 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 HGVs visiting the site each day. On a further 7 days of the whole crop cycle there will be 2 HGV visits or more per day. In summary, for 86% of the crop cycle there will be two vehicles or less visiting the site each day.

The Environmental Statement suggests that a number of the HGV vehicle movements will take place between 02:00 – 07:00 in the morning and will be staggered which would potentially have a reduced impact given that fewer existing vehicles would be on the roads leading to the site. However, I assume that the Planning Department may well have objections to these delivery times given the noise impact in respect of existing properties. This may result in deliveries having to take place during the day when there are more vehicles on the highway network. This would increase the likelihood of vehicle conflict along this section of Cinders Lane.

Construction Traffic Management Plan - CTMP (including provision for contractor parking)

If the application is supported, I would recommend the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) to be submitted / approved prior to commencement.

Such a plan will need to include details of the proposed daily construction related vehicle movements (ie/ both cars & HGVs) anticipated as a result of the development over the suggested 6 month construction period.

Details of wheel washing facilities, construction signage and any traffic management measures will need to be included.

The applicant has offered a number of improvements to mitigate the impact of the proposed development in the form of improved junction visibility, kerblin adjustment to the A539 / Cinders Lane junction and passing places along Cinders Lane. However, I would not be able to support the proposed development for the reasons highlighted above. I assume that the proposed development will be put before the Planning Committee who will ultimately decide the outcome of this application.

I would therefore recommend that the application be **REFUSED** for the following reasons:-

1. **There is restricted visibility at the existing A539 Overton Road / Cinders Lane junction and increased use would increase the likelihood of danger to road users.**
2. **The site is approached from the A539 Overton Road by means of a narrow, rural lane, which is considered substandard in width and junction layout to serve as a means of access to a development of this nature.**

Peter Douthwaite

By Planning Control Manager