

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0799 **Your Ref:** MP/P/2017/0799
Date: 7th December 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 428 447 Land at Mulsford Farm, Sarn, Malpas, Wrexham.

Development: Proposed intensive poultry installation and all associated works.

I refer to your consultation / email dated 24/11/2017 including Technical Note (Dated 21/11/2017) from SK Transport Planning in respect of the above.

Access

The proposed development site is located off Queensford which is a rural, classified road subject to a 60mph speed limit. I understand that a speed survey was recently conducted along this section of Queensford which determined 85th percentile speeds of 43.3mph for vehicles travelling in the westerly direction and 42.6mph for vehicles travelling in the easterly direction. These speeds would normally require the provision of visibility splays of 2.4 x 117m in the easterly direction and 2.4 x 114m in the westerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Based on the above speeds, visibility at the junction of Mulsford Lane (unclassified) onto Queensford (classified) is inadequate providing a splay of approximately 2.4 x 56m in the north westerly direction and approximately 2.4 x 22m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

Access to the development site is currently via Mulsford Lane through what was an existing field access. This access appears to have been widened significantly to around 15m and surfaced with loose bound materials with a stone track approximately 4m wide providing access to the development site. This access appears to have been formed without consent and encroaches onto the adjoining highway. Unbound material used to surface the access is currently spilling onto the road which is unacceptable. Our Streetscene Engineer and Planning Enforcement Section have been alerted to this situation.

However, Mulsford Lane itself is typically only 3m wide between the junction with Queensford and the site access. The site access is approximately 120m away from the junction. Given the narrow nature of the lane, it is impossible for 2 no. vehicles to pass simultaneously.

Swept Path details of a 16.5m long HGV have been provided which indicate that such a vehicle could access the site but would need to occupy almost the entire width of Mulsford Lane to reach the development site. I would consider the characteristics of the highway, along this section of Mulsford Lane to render it unsuitable for the size of vehicle proposed. The potential for highway conflict, possible hazard and damage to the roadside verges is likely to be significant and unacceptable.

The applicant has offered to close up this access and provide access to both the existing grain store and proposed poultry unit off a new access onto Queensford. This would be considered beneficial in highway safety terms. Two public footpaths are affected by the proposed development ie/ PROW nos. 4 & 14 Worthenbury. The applicant will need to discuss / agree any works which affect these existing footpaths with our Public Rights of Way Section – Contact: Sean Hanratty on Tel: 01978 729761.

Proposed Access

I previously recommended that the applicant considered constructing a new access to serve the development site directly off Queensford located to the east of the Mulsford Lane / Queensford junction. Such an access would be required to provide adequate visibility as detailed above and designed to cater for 16.5m long HGVs. The applicant would be required to enter into a s.278 agreement with the Council in order to construct such an access.

The submitted layout plan (Drg. No. RJC-MZ63-Huxley-01) indicates the construction of a new access directly onto Queensford as suggested. It is proposed to provide visibility splays of 2.4 x 118m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. The provision of the required splay in the north westerly direction would require the setting back of the existing hedgerow on the corner of the Mulsford Lane junction. This land appears to be under the control of the applicant.

If the current application is supported, it would be considered beneficial to utilize any new access onto Queensford to serve this existing business and close up the recently formed access along Mulsford Lane. The applicant has offered to close up this access and provide access to both the existing grain store and proposed poultry unit off a new access onto Queensford. This would be considered beneficial in highway safety terms.

Parking and Turning Provision

Adequate parking and turning provision would appear to be available within the curtilage of the development site.

I understand that parking demand at the site will be very low, with the occasional private car associated with a veterinary visit or site cleaning at the end of the crop cycle.

The submitted swept path details adequately demonstrate how a 16.5m long HGV can maneuver and park within the site. **However, I would recommend that swept path details are provided indicating how such a vehicle enters and exits the proposed access off Queensford.**

Public Footpaths

Public footpaths nos. 4 & 14 are likely to 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

A recently conducted traffic count indicated an average daily two-way traffic flow of 268 vehicles along Queensford. HGVs totalled 6 no. equating to 2.2% of the overall flows.

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	4	HGV
4	2	HGV
8	4	HGV
20	4	HGV
31	2	HGV
35	2	HGV
36	8	HGV
37	4	HGV
38	2	HGV
40	2	HGV
42	8	HGV
43	8	HGV
44	16	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 33 days out of the crop cycle there will be no HGV movements to / from the site. On a further 6 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 only 5 days of the whole crop cycle will there be more than 2 HGV visits per day.

The previously submitted Environmental Statement suggests that a number of the HGV vehicle movements will take place between 02:00 – 07:00 in the morning 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 object to these delivery times given the noise impact on existing properties along the route. 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 Mulsford Lane.

Vehicle Routing

It is proposed to route all HGV movements to / from the site via the A525 Hollybush junction. Although this route has sections where carriageway widths are less than 5.5m, this route would be considered the most appropriate route for larger vehicles if the proposed development is supported. I assume that this arrangement could be controlled by a suitable condition (ie/ Service & Delivery Management Plan).

I previously recommend that the applicant reviewed all pinch points on the route to the development site from the A525 Hollybush junction with a view to providing adequate localised widening / passing places. The existing bends fronting Mulsford Farm itself may well at times result in vehicle conflict. There would appear to be scope to widen the carriageway in the vicinity of the bends to improve the passage of vehicles along this section.

However, given the relatively low traffic movements proposed by the poultry unit and the intention of a number of HGV movements to occur between 02:00 – 07:00 in the morning, it may be considered unreasonable to request the above improvements.

Service & Delivery Management Plan (SDMP)

I would recommend the submission of a Service & Delivery Management Plan to control how the poultry unit operates. Such a plan would need to include stipulating the route that all delivery vehicles take to and from the site ie/ via the A525 Hollybush junction. Any plan would need to include a statement that any HGV deliveries to the site are planned / staggered so only one such vehicle is on route between the A525 Hollybush junction and the site at any one time to limit potential vehicle conflict.

Details of the previously submitted crop cycle movements would need to be included within such a plan to ensure that the proposed vehicle movements generated by the development do not deviate.

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

Given the location of the site, 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 4 month construction period.

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

Providing the above issues can be addressed, I would recommend any planning permission includes the following conditions:-

CONDITIONS

- | | |
|----------------------|---|
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----. |
| ZJ15A
038R | VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)
<u>EMPTY SPLAY</u>
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 118 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |

ZJ37
026R
E06N
E07N

SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)
No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

- 1) *Detailed layout, design and construction of the proposed access onto Queensford.*
- 2) *Details of the permanent closure of the existing field access off Mulsford Lane including reinstatement of highway verge.*

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTD
043R

ACCESS SURFACE (20 metres)
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials for a minimum distance of 5 metres behind the adjoining highway.

NONSTD
033R

NO GATES (20 metres)
There shall be no gates or other means of enclosure across the vehicular access point within 20 metres of the highway boundary.

ZJ46
026R

NO PRIVATE SURFACE WATER RUN OFF
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

NONSTD
035R

PARKING AND MANOEUVRING TO BE KEPT CLEAR
The vehicular parking and turning areas as shown on approved drawing no. ----- shall be fully laid out (including white lining), surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

ZJ45
026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN
No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

NONSTD
026R

SERVICE DELIVERY MANAGEMENT PLAN
No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency / staggering of deliveries, type of delivery vehicles to be used, routing of delivery vehicles, management of car parking to facilitate delivery vehicles has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.

Supplementary Notes

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

Peter Oosthuis

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Service Manager Environment