

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



TECHNICAL NOTE

Date: 21st November 2017

Project: Poultry Farm at Mulsford Farm, Malpas – Outstanding Traffic and Transport Matters

1. Introduction

- 1.1 This Technical Note (TN) has been produced as a response to the Council's final traffic and transport comments issued to the applicant on the 9th October 2017. A copy of the Council's comments is provided in **appendix a**.
- 1.2 The Council has requested further information on six technical elements. These are:
 - Access to the proposed development
 - Parking and turning provision
 - Access to the existing agricultural building
 - Traffic movements and timings for depopulation
 - Vehicle routing to the A525 junction
 - Construction Traffic Management Plan
- 1.3 Further commentary on these six outstanding matters is provided below.

2. Access to the Proposed Development

- 2.1 The Council has provided a review of the original proposed access arrangements via Mulsford Lane, and the updated access arrangements presented in **appendix b**. The Council has raised concerns with the Mulsford Lane access arrangement, but support the revised proposed access, subject to the provision of 2.4m x 118m visibility splays in both the leading and trailing traffic directions. These splays can be provided on land either controlled by the applicant or the public highway. Whilst there would be a need to relocate the existing hedgerow either side of the site access, this can be delivered as part of the new access arrangements, to be delivered via a S278 agreement.
- 2.2 In discussions with the applicant regarding access to the existing grain store building even with this development generating a very low number of vehicle movements they are prepared to agree to the closure of the existing access onto Mulsford Lane and the new access to be used for the grain store. For information the existing grain store only generates an average of one inbound and one outbound agricultural tractor and trailer movement each day outside of the harvest season, and so the combined use of the proposed new access will be easily accommodated.

3. Parking and Turning Provision

- 3.1 The Council has confirmed that the layout appears to show adequate parking and turning provision on the curtilage of the proposed development. We highlight that the actual 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.
- 3.2 On the depopulation days HGV's will arrive and depart from the site, with normal practice being no more than two HGV's on the site at any one time (one HGV being loaded with birds, and the second HGV waiting to be loaded). The swept path analysis provided in **appendix c** shows that there is appropriate space for HGV's to load and layover on the curtilage of the proposed development.

4. Access to the Existing Agricultural Building

- 4.1 Earlier in this TN we confirmed that the existing grain store generates on average one inbound and outbound vehicle movement per day outside of the harvest period. These vehicle movements, coupled with the low number of vehicle movements associated with the proposed

poultry farm can be easily accommodated on the proposed new access route onto Queensford. Rationalising the number of access points and closing the access to the grain store on Mulsford Road delivers an overall betterment (in highway terms) on the surrounding highway network. As confirmed earlier the applicant is content to agree to the closure of the vehicular access onto Mulsford Road.

5. Traffic Movements & Timings for Depopulation

- 5.1 The Council has undertaken a comprehensive review of the traffic flow data submitted with the planning application. It is noted that the Council has not disagreed with the traffic flows, which confirm that:
- on 33 days of the crop cycle there will be no HGV's visiting the site
 - on 6 days only a single HGV will visit the site
 - on 4 days only two HGVs will visit the site
 - on only 5 days of the bird crop cycle will there be more than 2 HGV visits per day
- 5.2 The above summary confirms that the additional HGV traffic will be very low, and even on the busier days for HGV movements it should be remembered that the depopulation movements are a very much a controlled arrival and departure schedule. A loading HGV vehicle on the curtilage of the site would not be released onto the adjacent public highway until the second HGV had arrived.
- 5.3 This pattern of HGV arrival and departure movements will continue through the depopulation cycle, with the pattern ensuring that there is always a vehicle on site to load and also to ensure that there is no chance of poultry farm HGV's meeting on the adjacent access route to/from the site.
- 5.4 Reference has been made to the HGV depopulation movements taking place between 0200 and 0700 hours. This times have been identified as they are most suited to ensuring bird welfare standards are adhered to. In addition, undertaking the depopulation at this time ensure that there is minimal chance of any traffic associated from the proposed development meeting any non-development traffic on the surrounding highway network.

6. Vehicle Routing

- 6.1 The Council has confirmed that the access strategy from the proposed development to the A525 Hollybush junction is the most appropriate route for HGV traffic associated with the proposed development. We are pleased to confirm that the applicant is prepared to accept a planning condition ensuring that this route is used for all development-related HGV traffic.
- 6.2 With regard to the quality of this route to the A525 Hollybush junction there are some sections along this route where the carriageway narrows to less than 5.5m. However, with the confirmed HGV traffic movements from the proposed development being exceptionally low, and on those days when the depopulation occurs the vehicle movements are undertaken in the early morning and have controlled arrival/departure times the likelihood of any of the development traffic meeting another vehicle on the agreed access route is exceptionally low.
- 6.3 As a reminder table 3.1 in the submitted Transport Statement confirmed that the average number of eastbound HGV traffic movements during the seven-day survey was three. On two of the survey days no eastbound HGVs were recorded on Queensford. This data confirms that with the likelihood of two HGVs meeting on this route is exceptionally low, and if they did meet with good forward visibility along the route, coupled with sections of the highway already being wide enough for two HGVs to pass there already are appropriate passing places to use. No further off-site mitigation is required for the development to proceed.

7. Conclusions

- 7.1 This TN has been produced to respond to the Council's request for additional information on the proposed poultry farm scheme at Mulsford Farm, Malpas. The additional information contained in this TN confirms that the revised access strategy can accommodate both the poultry farm

development traffic and the grain store traffic. In addition the new access onto Queensford can be delivered with the required visibility splays across land the applicant controls or the publically adopted highway.

- 7.2 With regard to parking and turning provision the layout has been shown to accommodate private car and HGV traffic on the site. All vehicle parking and turning movements can be accommodated on the curtilage of the proposed development, and the volume of HGV traffic generated from the proposed development has been shown to be very low over the crop cycle. The review of eastbound HGV movements on the proposed HGV route are also very low, confirming the likelihood of two HGVs meeting is very low and there is no need for any off-site mitigation.
- 7.3 We hope this additional information assists the Council in responding positively to the development proposals.

APPENDIX A

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: 9th October 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 dated 05/10/2017 including layout plan (Drg. No. RJC-MZ63-Huxley-01) 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.

It would appear from the submitted location plan (Drg. No. RJC-MZ63-Huxley-01) that the applicant owns the land to the east of the junction but does not own the land to the west. The applicant would therefore not appear to be able to improve visibility to the west at this junction.

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.

If the proposed development is to be supported, I would recommend that this existing access is either permanently closed up or as a minimum reinstated to its previous condition as a simple field access.

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.

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.

I understand that there is an existing grain storage building (planning ref: P/2016/1158) located off the recently formed access off Mulsford Lane. However, I have no details of this application in respect of type of vehicles associated with the building and typical daily vehicle movements. **Could you please ask the applicant to provide this detail for further consideration.**

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. **I would recommend that this detail is indicated on a revised layout plan.**

Parking and Turning Provision

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

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 shall be provided.

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.

Existing Agricultural Building

I understand that there is an existing grain storage building (planning ref: P/2016/1158) located off the recently formed access off Mulsford Lane. However, I have no details of this application in respect of type of vehicles associated with the building and typical daily vehicle movements. **Could you please provide this detail for further consideration.**

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. **I would recommend that this detail is indicated on a revised layout plan.**

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 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 are likely to have objections 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 would recommend that the applicant reviews 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. **I would recommend that the applicant provides appropriate swept path details of a 16.5m HGV negotiating these bends for further consideration.** 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. **I would recommend that the applicant indicates any potential improvements on a revised layout plan.**

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 and any traffic management measures will need to be included.

Conclusion

Certain sections of the highway between the A525 Junction and the development site are of limited carriageway width and would struggle to accommodate the simultaneous passage of HGVs. Appropriate management of such HGV movements may well minimize any potential vehicle conflict along the proposed route.

Although anticipated movements may be considered to be acceptable (subject to time of day permitted) in respect of existing daily flows, I would recommend that the applicant reviews 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.

I await the requested information.

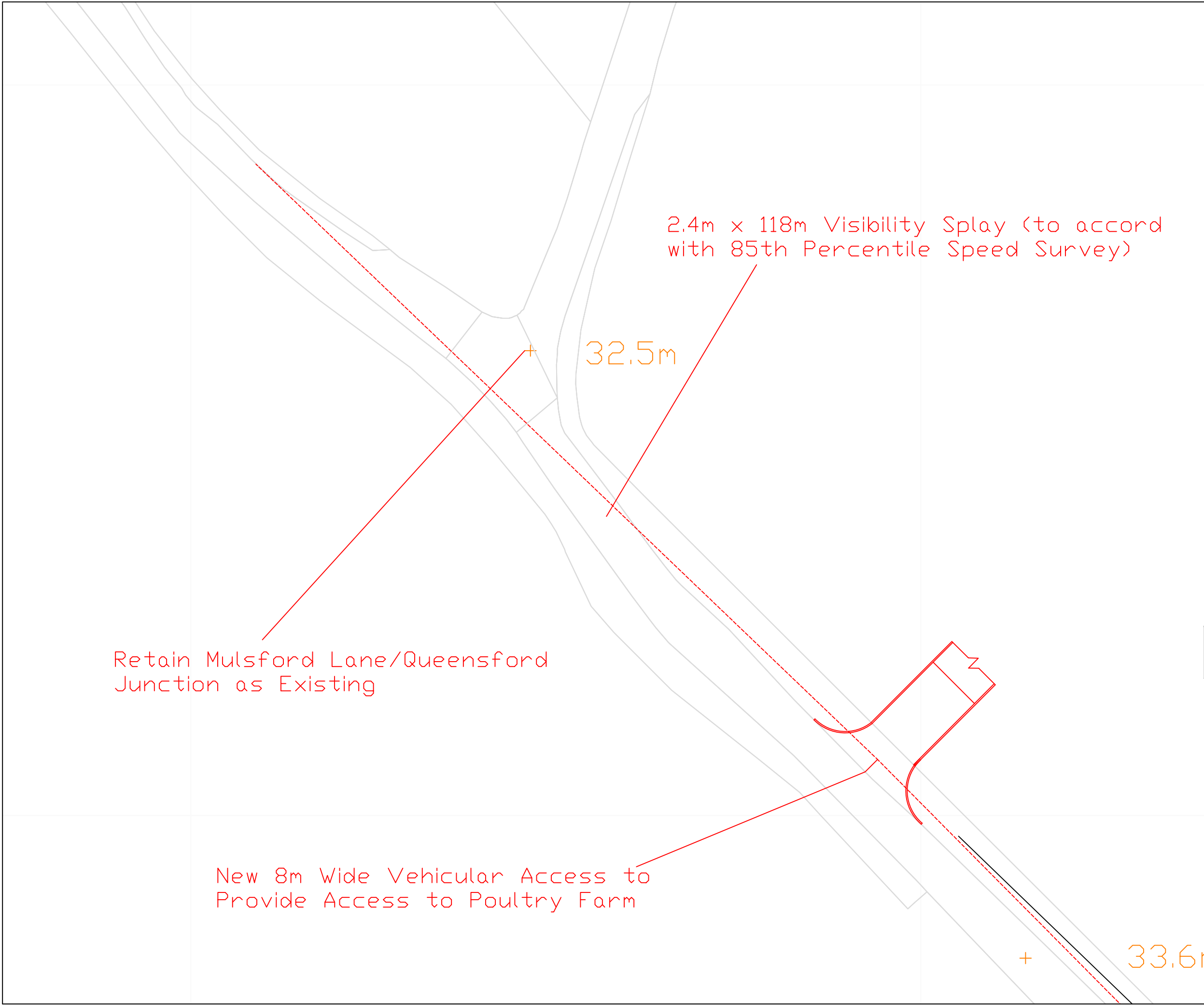
Supplementary Notes

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

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14 Service Manager Environment

APPENDIX B



Retain Mulford Lane/Queensford Junction as Existing

New 8m Wide Vehicular Access to Provide Access to Poultry Farm

2.4m x 118m Visibility Splay (to accord with 85th Percentile Speed Survey)

32.5m

33.6m

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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21737-02

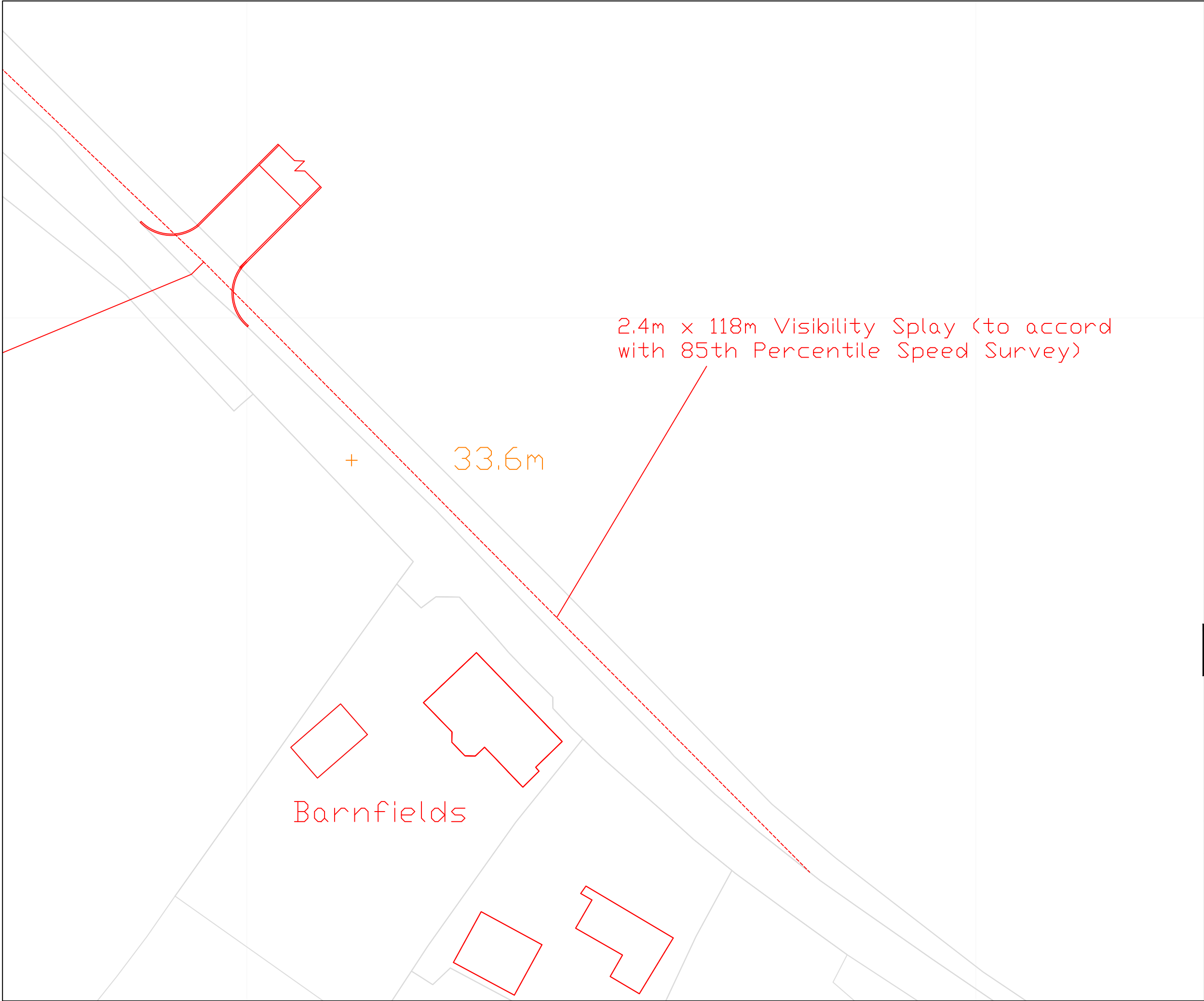
Mulford Poultry Farm
Drawing Title
Alternative Access Strategy

Scale at A3
1:500

Drawn	Approved
KAT	MAK
Check	Date
KAT	22/08/17

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NOTES

Revision Details	By Check	Date	Suffix

Drawing Number

SK21737-03

Mulsford Poultry Farm

Drawing Title

Alternative Access Strategy

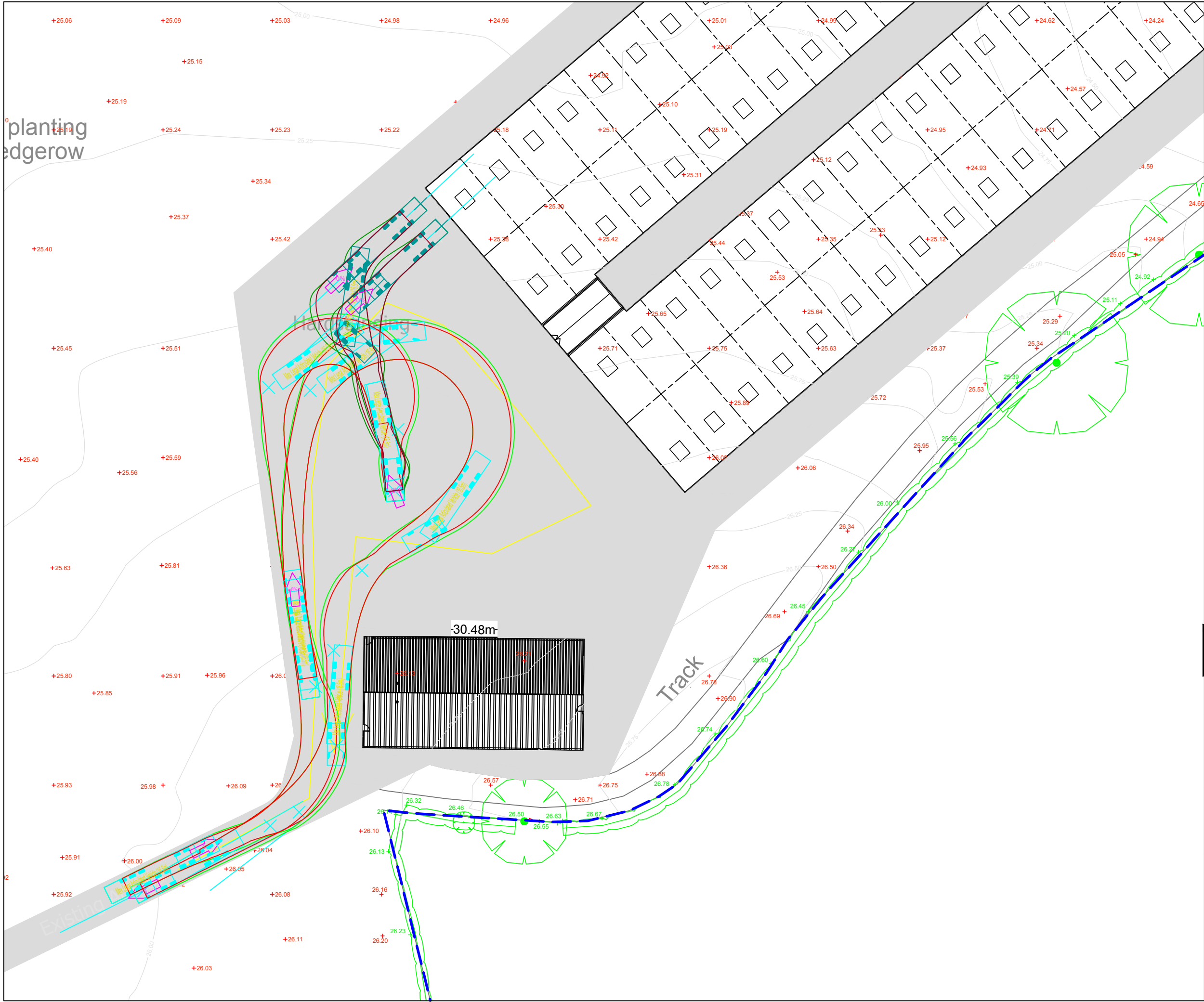
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Drawn KAT	Approved MAK
Check KAT	Date 22/08/17

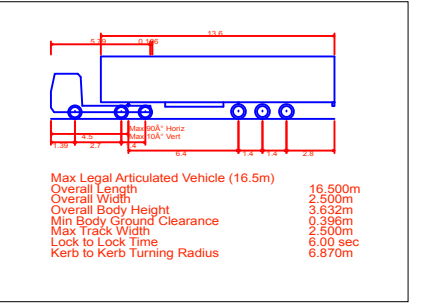
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APPENDIX C



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NOTES



Revision	Details	By	Date	Suffix
		Check		

Drawing Number
SK21737-01

Mulsford Farm, Malpas

Drawing Title
16.5m Max Legal Artic Swept Path Analysis

Scale at A3
1:500

Drawn	Approved
KAT	MAK

Check	Date
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