



# Highway & Transport Report

Development Consisting of a Change Of Use  
of a Building and Change Within Class B1(c)  
(Light Industrial) to a Class C3 (Dwellinghouse),  
Old Timber Yard, Broadway Hall, Snead,  
Churchstoke. SY15 6EB.

For and on behalf of:  
Ms C Bowen

Assessment prepared by  
Woodsyde Developments Ltd

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## 1.0. Introduction.

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Woodsyde Developments Limited has been instructed by Mr J Tweedie to undertake a Highway & Transport Report to support the proposed change of use of building to a dwelling house and provision of 10 self-storage individual units at Old Timber Yard, Snead, Churchstoke. SY15 6EB.

The proposal is for conversion of an existing building previously used for light industrial uses to residential use and to include provision for 10 containerised self-storage units. All access to the site will be from the Class I County highway, A489. The access will be improved in terms of geometric layout to better accommodate the potential vehicles that may be attracted to the site, including a 12m removal vehicle. This is considered to be likely the largest vehicle that will use the storage units. The proposals for the storage units will be an all-year-round term and will be for both short term and long-term storage. The existing building will be converted to a two-bedroom residential property with ample parking available to the side and rear of the property. The self-storage containers will be located to the south of the site and will be enclosed in a compound which will be secured using a 2.4m high security welded mesh fence.

The existing metalled and tarmac access will be improved in terms of junction bellmouth and junction radii, with some minor amendments to the existing surfacing within the site confines. These details are clearly shown on Drg TY-AA-500 – Access Arrangements Plan.

In transportation terms the proposed development is considered to be relatively small in size and as such given the nature of the proposal will not likely generate a significant number of traffic movements either daily, weekly or annually. Given the nature of the immediate and wider highway network it is considered that there is satisfactory capacity to accommodate the likely traffic movements generated and there will not be any significant transport implications.

The National Planning Policy Framework (NPPF) advises that in general development should supported where a safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

## 2.0. Site Location.

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The site is located along the A489 Class I County highway between Churchstoke to the north west and Lydham/Bishops Castle to the south east.

Currently the site access is to a simple T-junction with a width of approximately 6m and slightly irregular junction radii.

The site falls within the administrative area of Powys County Council.



### 3.0. Highway Access.

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The site is located approximately 2.8/3.0 kilometres south east of Churchstoke. Currently the site is served by a tarmacadam access bellmouth where the existing gates have been set back typically 14.0m and where the access has a width up the gates of around 6.0m. The access would appear to have irregular shaped junction radii. There are no pedestrian facilities along the site road frontage as the site is considered to be well related to other properties and buildings, but it is what would be categorized as a rural location.

The site was formerly used as a tractor repair and general vehicle maintenance workshop, including administration offices between 1990 and 1998. Between 2001 and 2017 the property operated as Tachbro timber yard, which included the use of HGV lorries bringing timber onto site for machining and then sold on. Both of these uses would have included large vehicles to the site and on a regular basis given their nature. The timber yard would undoubtedly include large artic vehicles for delivery and would have attended the site on a daily basis. It is likely that there was a higher volume of traffic generated by these previous uses than the proposed storage facility.

From site inspection it is noted that traffic tends to travel at high speeds along the site road frontage and the A489 is subject to the National Speed Limit of 60mph. The highway at this location has wide verges which appear to be reasonably well maintained such that visibility is available from an 'x' distance of 2.4m by 215m in either direction. It would appear that the road has a fairly uniform grade within the site road frontage and to the extents of the visibility splays. The nature of the road has a very gentle sweeping bend on the approach from Churchstoke, which then reverses once beyond the application site in an easterly direction. It is considered that satisfactorily visibility in accordance with Design Manual for Roads and Bridges (DMRB) CD123, and that forward visibility along this stretch of road is also satisfactory given the width of the highway verges adjacent to the A489.

The proposals will seek to improve the overall junction bellmouth using 10m junction radii to better accommodate the vehicles likely to be attracted to the site and to allow vehicles to enter and leave the A489 without delay. Primarily the access falls away from the highway carriageway and typically at a gradient of 1:21 down to the gateway. This is not considered excessive and as it is existing, we do not consider that this should be altered for the proposed development and likely traffic movements that may be generated thereof.

Turning now to development traffic, the initial proposal will be to convert one of the existing buildings to a dwelling and this alone will typically generate between 6-9 movements per day. One of which is generally assigned to the peak hours. The national peak hours are typically between 08:00-09:00am and 17:00-18:00pm. With regard to the self-storage units, we would expect these to be used in isolation for single customers and not where the unit would be offered on a shared basis for obvious security reasons. The units will be used all year round and would expect storage typically to be between 3 months to a year, although longer durations may occur. As a worst-case scenario, we would suggest that the units would be used on a rental basis of minimum 3 months and it would be highly unlikely that the units would become empty all in one go and therefore traffic loading would be spread throughout the year with no particular peak in terms of traffic attracted to the site. We have indicated on the attached drawing a swept path movement of a large 12m long removal vehicle which we would readily expect to be used, although smaller units

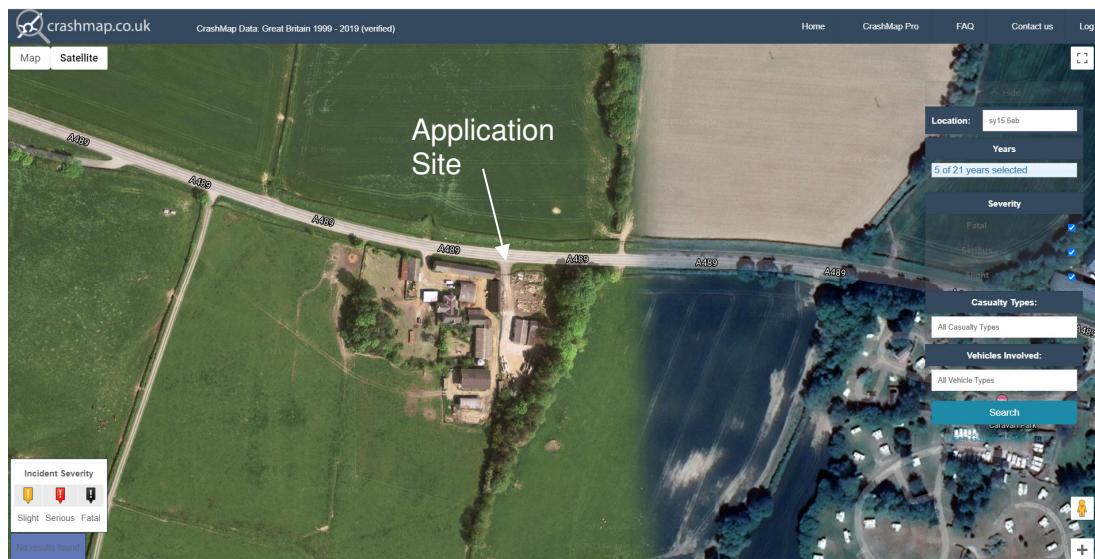
such as a 7.5T LGV with a length of 9.2m or a 3.5T LGV with tail lift with a length of 6.9m to be the typical vehicles that may visit the site as these types of vehicles are most associated with removal companies. Of course, clients will have the opportunity to visit or attend the site during any period they have storage at the site but would not expect this to be a weekly occurrence and as such traffic movements would be relatively low. In the worst-case event we would suggest there could be potentially 1-2 lorry movements in a day, coupled with potentially 2 additional movements by a perspective client.

The site is for a small number of units and as such will not generate such levels of traffic to be detrimental to the free flow and safe movement of traffic using the A489. The proposals to improve the access will undoubtedly provide betterment to the existing arrangements and ensure that vehicles do not have to stand on the A489.

On this occasion we do not consider it necessary or appropriate to interrogate TRICS data as it is evident that the traffic figures and movement will be low for this type of development.

In terms of road safety, we have reviewed CrashMaps which is a website containing information about reported crashes from 1999 onwards, this is completely free to view details about collision locations, dates, times, and the number of casualties and vehicles associated.

Extract of CrashMaps showing incidences along the A489 and the frontage to the application site. (02.03.2021)



It can be seen that there are no recorded accidents over the last 5 years, and this would suggest that the access causes no issues for turning traffic entering or leaving the site.

Adequately satisfactorily carparking is available to the building conversion to a residential property to the side and rear of the property without hinderance to the use of the rear of the site for self-storage containers. We would not suggest that parking spaces are formally marked out as ample space is available for multiple parking both around the property and within the container area. Furthermore, ample parking is available within the compound area fronting each of the units without hindering the turning manoeuvre for a larger removal vehicle.

Ordinarily we would not expect all clients to be at the site within the same time span, but nonetheless adequate on turn, on plot parking and turning facility is available to allow all vehicles to enter and leave the site in a forward gear.

In overall traffic terms therefore, we would suggest that worst case there would be one or two removal vehicles and two/three smaller LGV or cars over a 24-hour period. We would consider this to be worst case scenario and it is unlikely that there will be any greater traffic generated by the other uses of the site. This would suggest that even if these movements occurred in the peak hour, they could be safely accommodated within the highway network without fear of congestion or any concerns to highway safety.

## 4.0. Conclusion.

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It has been indicated that the proposal for the conversion of one of the outbuildings to residential, coupled with a 10-unit storage facility would not attract a high level of movements and will therefore have no discernible or significant demonstrable harm to the safe movement and free flow of traffic on the A489.

It is most likely that only one client will realistically be present at site and either depositing or removing their storage with the flexibility of short or long-term storage available. It is considered that the maximum traffic would be one movement in the peak hours. Given the size and nature of the proposals we do not feel it necessary to interrogate TRICS in what will be such a small number in likely traffic movements. Nonetheless we have acknowledged the deficiencies of the access itself and increased the junction radii accordingly. We do feel that the existing access width of 6m up to the existing gates is satisfactory.

In transportation terms, the proposals will not have a severe impact upon the local highway. Based on the analysis and assumptions provided in this Assessment, it is clear that the cumulative impacts of the development will not be severe and in all likelihood will be marginal at worst in terms of vehicular traffic to the development in the peak hours.

Indeed, it is considered that there are no significant transport related reasons why the proposed development should not be acceptable in transportation terms.