

HIGHWAYS

We would refer you to a planning appeal decision on 14th October 2008. This appeal was as a result of a decision by Cheshire County Council to refuse planning for an increase in vehicle movements from 5 in/5 out per day to a maximum of 20 in/20 out per day at a nearby Green Waste Site in Hunsterson.

The Inspector stated ... "The main issue is the effect the increase in vehicle movements would have on the roads and villages in the area" ... and summarised the findings as follows:

... "I conclude that the proposed increase in vehicle movements would generate levels of traffic which would be unsuitable on the local highway network and which would **harm the safe movement of traffic on the local roads**" ... and went on to say:

... "I conclude that the proposed increase in vehicle movements would have a detrimental effect on roads and villages in the area. I therefore dismiss the appeal".

Whilst the vehicles to the Green Waste Site are a mix of different sizes, vehicle movements of 20 in/20 out pales into insignificance when compared with a proposal for vehicle movements of around 750 in and 750 out in a day. In addition these vehicles would be driven into and out of this field over a short period of time; just before and just after the event.

Agricultural vehicles regularly use the local lanes and traffic to the events would have to negotiate with tractors, cyclists, horse riders and walkers. The road width at the site entrance is 4.2 metres and when exiting the site visibility is poor in either direction at 25 metres (only when the front wheels of the exiting vehicle are actually on the highway) add to this the prospect of mud on the highway and a 60 mph speed limit – this junction is dangerous probably more so with the traffic pre or post the event when no traffic supervision would exist.

Given the very narrow and winding and residential nature, poor visibility, lack of footpaths, permitted speeds of 60 mph, **dangerous junctions** (particularly the A51 and A529 junctions), these lanes are inappropriate for use by this volume of traffic.

SITE SAFETY

The emergency exits shown on the plan are over a deep open ditch onto land, which is **NOT** owned by the applicant – a legal agreement for the use of this land must exist. The applicant's only other option for emergency escape is onto our land for which permission will not be granted under any circumstances.

The only vehicle access point to the field is the entrance/exit for all vehicles, which is off Bridgemere Lane – emergency vehicles would have to use the same access point.

There is no infrastructure on this agricultural land not even a track, any vehicle using the land is driven over grass. Access for a fire appliance on potentially soft land could create significant problems even during the summer and would be impassable from late autumn to spring.

There is an 11,000volt overhead power line on wooden poles crossing the middle of this field. We are aware of an incident a few years ago of a workman being killed erecting equipment at a fete in Smallwood in a similar arrangement.