

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MZ/P/2022/0820	Your Ref:	P/2022/0820 Res(3)
Date:	07/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

AMRYWIO AMOD 07 O CANIATAD CYNLLUNIO APP/H6955/A/18/3216187 (P/2017/1032) I CANIATAU PROSESU 2,000,000 O ADAR YR WYTHNOS / VARIATION OF CONDITION 07 OF PLANNING PERMISSION APP/H6955/A/18/3216187 (P/2017/1032) TO PERMIT THE PROCESSING OF 2,000,000 BIRDS PER WEEK

MAELOR FOODS PICKHILL LANE CROSS LANES WREXHAM
Grid Ref: E 338510.4N 346705.93

I refer to your consultation / email dated 01/08/2024 in respect of the above and write to follow up the LHA comments previously made on 02/07/2024. Since these comments were submitted, the applicant has provided additional information in response to the comments made.

Latest submission updates

Access Arrangements

The LHA has reviewed the submitted documentation and can confirm that the site access arrangements have changed within this submission. Visitors and staff now access the site slightly east of the historic entry point. The visibility provided indicates 110m to the southwest and 121m to the north east which seems acceptable in view of the ATC data provided. The splay to the west does pass across a neighbouring access but this is no different to the existing arrangement.

Car Parking

The use class for the existing use is sui generis but it is most alike a B2 use which would require upto 339 car parking spaces, which is the maximum standard within the WCBC LPG 16 standards. The proposals now provide 215 car parking spaces across the site, which the applicant states will be adequate looking at the car parking accumulation survey data provided in relation to trips into and out of the site previously. Whilst this is a reduction from the existing level of parking, it is considered that the spaces proposed will be formally marked out and will include an updated offer to include 10 car share spaces (and a scheme which provides a guaranteed lift home), 10 disabled parking spaces, 10 Electric Vehicle charging spaces (2 active and 8 passive) and 10 enlarged parking bays too.

A plan has been submitted with the proposals but it is included in the rear of the SLR report and is not to scale, therefore the LHA requests the submission of a scaleable plan in order to assess the dimensions of the spaces proposed.

A car parking accumulation survey was undertaken based on traffic surveys at the site access recorded in May 2022. The surveys indicated that a total of 175 cars accessed and 181 egressed the premises. The maximum demand for parking was 81 vehicles within the 1pm to 2pm hour.

The car park accumulation has been factored up for the predicted uplift of staff and indicates the maximum car park occupancy is likely to be 121 vehicles between 1pm and 2pm based on 378 staff working at the site.

Sustainable travel

The SLR technical memo has detailed that the Travel Plan will be updated to detail that - bike loan and salary sacrifice are to be offered, that there will be a puncture repair station and electric bike charging point too. This is acceptable and will be requested by condition.

The latest submission shows an improved pedestrian path from the site entrance on Pickhill Lane but a safe route is not shown through to the entrance of the building, it traverses the car park aisle and the LHA would therefore request a safe and accessible route is provided (that does not pass through areas where vehicles may be reversing) through to the building entrance, with dropped kerbs and tactile paving where necessary. An updated site layout plan is required to be submitted for further review.

Further clarification is required in regards to the cycle parking proposed, there appears to be 12 spaces (6 stands) proposed within a compound but it is unclear if this is covered or locked? A further 6 spaces (3 stands) are proposed by the building entrance which are acceptable for short stay parking. While both provisions are welcomed this does seem a rather low level of parking bearing in mind the 378 staff proposed to operate from the site. Based on the existing floorspace, if the cycle parking requirements of a B2 unit were applied, the provision of 34 cycle parking spaces should be provided. Further clarification is therefore requested and the LHA would recommend an uplift in the provision.

The plan indicates 10 motorcycle bays with lockable points which are acceptable.

To clarify, a staff travel survey was undertaken with 100 staff and factored up which indicated heavy reliance on single occupancy car journeys, therefore it was the LHA's view that further works should be undertaken to improve access for more sustainable methods of travel. Measures such as the installation of secure long stay cycle parking, secure motorcycle parking, car share spaces (and the setting up of a car share database and policy with features such as a guaranteed lift home when sick if car sharing) and electric vehicle charging points for both cars and bikes alongside a high standard of showers and changing facilities should work to encourage staff to travel by more sustainable modes.

Whilst there is no increase in the floorspace of the site proposed, there is a proposed uplift of an additional 125 staff and it is considered that a representative proportion of sustainable travel measures should be put into place.

Highway improvement works

The proposed works at the A525 / Pickhill Lane junction are acceptable in principle, the LHA had requested the provision of the junction modelling data which has been reviewed and is acceptable, it indicates that the junction will work within capacity.

Visibility splays have been provided and are acceptable, the presence of no overtaking markings means that visibility to the centre of carriageway to the south is acceptable.

It is noted that the proposed plan indicates the use of red antiskid surfacing, the LHA would request that coloured surfacing is removed from the proposals as WCBC do not maintain or replace red textureflex or anti-skid areas on the highway.

The LHA is concerned that an area of green landscaping is shown on south side of Pickhill Lane where an existing, albeit narrow stretch of footway exists, this footway should be maintained and as stated previously the existing dropped kerb retained for farm access.

In relation to the retaining wall proposed, the wall is proposed on highway land and therefore it will require planning and an AIP, further details are requested and this would require checking by the WCBC structures department who would look to inspect in future should the final retained height of the structure be in excess of 1m.

Travel Plan

The applicant has confirmed that more far reaching actions and incentives will be undertaken to encourage sustainable travel to work, a bike loan scheme via salary sacrifice will be offered and also puncture repair station and electric bike charging point will be beneficial too. An updated travel plan should be secured by condition.

Conclusion

Whilst there is a substantial increase in HGV's that will result from the proposals and an increase in staff and corresponding trips to work, it is considered that the existing highway network will be able to cater with this increase especially with the proposed junction mitigation measures which include the widening of the A525/Pickhill Lane junction which will ensure that all large vehicles approaching the site are able to negotiate the junction and remain in their lane without swinging onto the opposite side of the carriageway. The improvements should be secured through a Section 278 agreement and appropriate follow up Road Safety Audits should be undertaken by the developer. The retaining wall structure design will need to be submitted, agreed and approved by the Councils structures team.

An updated scaleable site layout plan is requested to detail the proposed car parking, disabled parking spaces, cycle parking, motorcycle parking, car share spaces, electric vehicle charging points and pedestrian path proposed within the site.

The LHA has requested further clarification on the design of the secure cycle parking and has requested further amendments to the pedestrian path within the site.

The submitted Travel Plan needs to be updated with more extensive measures to incentivise more sustainable travel and should be retained by condition.

The updated Service Management Plan should be updated and should be retained by condition.

A handwritten signature in black ink, appearing to be 'S. J. [unclear]', written in a cursive style.

On behalf of Chief Officer, Environment & Technical