

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(1)
Date:	02/07/2024		

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 28/09/2022 in respect of the above and write to follow up the LHA comments previously made on 18/04/2023. Since these comments were submitted, the applicant has provided additional information in response to the comments made.

The main notes raised within the LHA's previous comments were:

- the increase in the number of staff by 125 from 253 to 3 and an increase in corresponding staff travel to work trips, in addition to an increase in the number of HGV trips by 29 per hour (an additional 618 HGV movements) from 588 HGV movements over 6 days to 1206 over 6 days.
- No amendments were proposed to the site access arrangements.
- There is a lack of access routes for pedestrians to the site to encourage active travel
- Clarification was requested around staff shift times and vehicle movement times in a service management plan.
- That there is high levels of car dependence noted on site. A survey of 100 staff from the site (factored up) showed that 92% of the existing 253 staff travel by car / motorbike and therefore 98 of the new 125 staff are likely to travel by car / motorbike.
- Clarification was requested in relation to car parking numbers and a plan of the car park to show car parking, cycle and motorcycle parking areas.
- The junction assessment at the A525/Pickhill Lane showed that there was spare capacity in the junction according the submitted information, however, the modelling details / runs have not been provided and are requested.
- A survey was undertaken in May 2022 at Pickhill Lane & The A525 which demonstrated that there was spare capacity within the junction, but the LHA requested access to the model.
- The proposals look to realign the Pickhill Lane approach to the A525 and increase the kerb radii to 16m to improve HGV's turning left onto Pickhill Lane towards the site. Furthermore, the junction redesign ensures that large vehicles exiting Pickhill Lane turning left and heading south along the A525 will no longer be required to cross the centerline of the carriageway. Swept paths were requested alongside a Stage 1 Road Safety Audit.

- As part of the A525 / Pickhill Lane junction redesign it is proposed to use some of the existing grass verge, and it was flagged to check the adopted highway extents. It also requires a retaining wall which would require checking by the WCBC structures department.
- Details were provided in regards to the Active Travel in regards to the limited footways and the lack of street lighting on Pickhill Lane and the need to make more from single occupancy car users, providing incentives for car sharing etc.

The applicant has since provided additional information including a response to the LHA's comments which incorporates the following relevant information:

Visibility Splays and site access arrangements

Speed surveys have been undertaken on Pickhill Lane in 2017, which demonstrated an 85th Percentile speed between 41 and 44mph and a further survey was undertaken in 2022 which recorded a 85th percentile speed of 37-38mph. The corresponding visibility splay requirements for 37mph in Manual For Streets is 59m, which should be taken from 2.4m back into the site from the kerbline or back of highway. The LHA notes that the survey data for the 2022 data has not been provided and requests that this is submitted for review prior to the acceptance of the reduced visibility splays.

Whilst a visibility splay has been submitted which indicates 2.4m x 121m to the east and 2.4m x 110m to the west, it is not clear which vehicular access this is taken from. There are two different site accesses, one for HGV's and one for general traffic. Therefore the LHA requests swept paths for both different access points and an indication that all areas within the visibility splays are on land within the applicants control or within the public highway. There is concern that a site access immediately to the west of the general traffic exit is not under the ownership of the applicant and that any gates or amendment to this access could impede the visibility, can the applicant confirm this status.

The access arrangements /gates for the general car park are also asked to be clarified as the plans do not show the operations clearly and a site visit by the LHA confirmed a different arrangement to what was previously described.

Trip generation

As stated above the proposals look to result in an increase in the number of HGV trips by 29 per hour (an additional 618 HGV movements) from 588 HGV movements over 6 days to 1206 over 6 days. The submitted information shows a daily profile of HGV's but its quite difficult to ascertain as many of the colours are very similar. The narrative states that there will be a maximum of 14 arrivals in a single hour as a worst case which equates to 1 movement every 4 minutes and that the majority of the arrivals will occur in the interpeak period. Clarification has been provided that all HGV movements are currently co-ordinated and arrivals pre-booked in advance (where possible) and that a booking system will operate to allocate arrival times to each HGV which will be staged across each hour so no more than one HGV will arrive at one time. The applicant states there is space for 3 max length HGV's to be stored off highway upto the entry barrier and the contingency scenario is to direct HGV's through the main access to the second weigh bridge and security check point at the rear of the main building. All of these details should be included within a Service Management Plan.

Within the Transportation Statement the additional cars expected on the network in the peak hours were set out as 15 Two-way trips in the AM peak and 16 in the PM Peak. For HGV's the increase in the AM Peak was stated to be 8 two-way trips and 9 in the PM Peak.

Service Management Plan

A draft service management plan has been supplied in the further highways response that details the objectives of the document, the site operation, vehicle routing and vehicle movement times. It states that the majority of movements are coordinated during the inter-peak period (0900-1500

hours) when traffic flows are generally lower on the network but that there are some vehicle movements that occur out of hours (2000 – 0600). The plan indicates that a working group will be established and that this service management plan will be monitored regularly.

Sustainable Travel

There is an existing footway along the south side of Pickhill Lane which is narrow in nature and there is no street lighting along Pickhill Lane which makes walking to the site less attractive in the winter months. The pedestrian access into the site from the site access is limited and would benefit in improvements. The submitted report shows an indicative pedestrian route to and from Pickhill Lane along the general traffic exit route, with an informal zebra crossing path and then a continuation of a pedestrian route marked out to link with the existing pedestrian route and internal footway in Figure 2 of the further transport submission. The LHA requests that a full route through to the entrance of the building is clearly indicated within the plans to detail the complete route from the sites vehicular entrance to the building entrance for staff.

A staff travel survey was undertaken with 100 staff and factored up which indicated heavy reliance on single occupancy car journeys, therefore it is 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 would 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.

Car Parking, Cycle Parking and Motorcycle Parking

The submitted information details that there are approximately 240 car parking spaces at the site comprising the main car parking area with 160 marked out bays and an additional overflow area with approximately 32 spaces located immediately to the south. There are approximately 28 spaces on the unmarked parking area in front of the main building entrance and approximately 20 vehicles can park around the unit to the southeast of the main parking area. Not all car parking spaces are marked out formally and there is less efficiency where car parking bays are not marked out.

There are currently no formally marked bays for disabled users, motorcycles or cycles but the available space is stated to be used informally within the site. It is the LHA's view that site would benefit from the provision of secure (well overlooked and covered) cycle parking and motorcycle parking spaces and the provision of disabled spaces for visitors to the site. As the car park currently operates on a first come first serve basis and shift working is undertaken, it would be difficult to ensure that disabled drivers can park in close proximity of the building entrance within the current arrangements.

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 LHA visited the site within this time of maximum car parking demand and saw a significant number of vehicles accessing the site and therefore further clarification is required to this end.

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.

The car parking survey data and staff travel to work survey was based on the survey of 100 staff. A parking beat survey during a neutral month out of school holiday times would have been more robust.

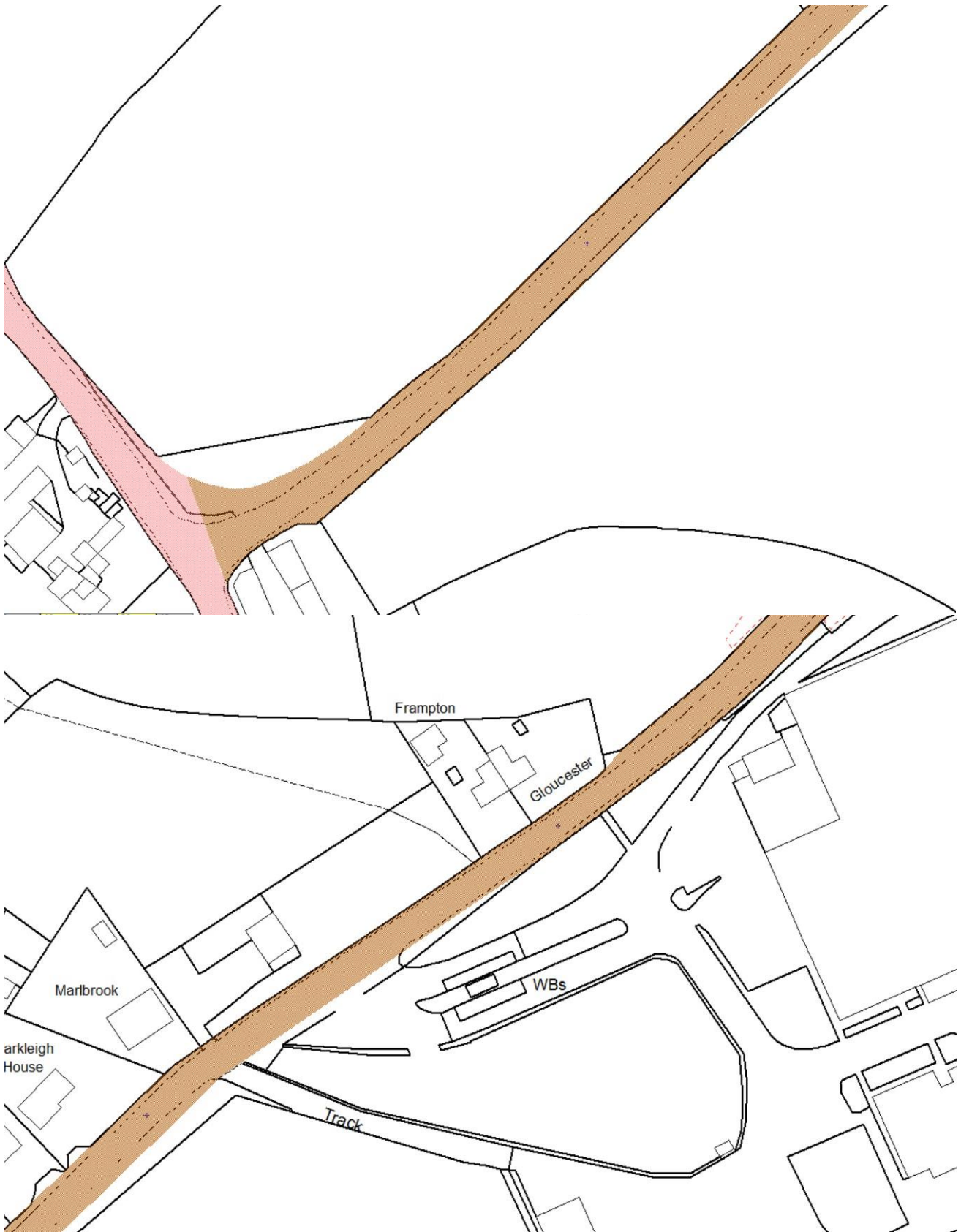
The submitted Vectos report suggests that space within the car parking areas could be more formally defined and modifications to the car park have been shown in figure 3 of the submitted further response which outlines:

- The removal of several bays to accommodate a pedestrian footpath through the site
- The conversion of 10 existing bays into marked car sharing bays with scope to convert additional spaces subject to travel plan monitoring
- New markings to provide 15 standard mobility bays. LPG Note 16 states there is a requirement for 10% of the bays to be mobility bays, and it is considered that the enlarged 1.2m extra width could be shared between two bays to enable an increased number of spaces to be provided.
- The removal of 3 car parking spaces to provide a cycle shelter with 12 stands. The provision of 10 stands. Further detail would be required as the proposed shelter should be secure and well overlooked and the provision of cycle spaces should be provided at a rate of 1 cycle parking space per 1000 sq m of gross floorspace. The required design of cycle parking spaces is set out in LPG Note 16.
- The removal of 6 car parking spaces to provide 10 motorcycle parking spaces 1.4m wide. These should be provided with secure lockable points.
- The unmarked parking areas to be retained but potentially the installation of electric vehicle charging points. The LHA would recommend that the installation of some electric vehicle charging points and the provision of car share bays in a location of higher accessibility to the building to make them attractive to use.
- The proposals set out a total of 215 car parking spaces including 15 disabled bays, 14 cycle parking spaces and 10 motorcycle parking spaces.

The applicant is requested to submit an updated site layout plan to detail the proposed car park layout and provide details of cycle parking, motorcycle parking, car share spaces, pedestrian access path, showers and changing facilities. The LHA cannot advise on the levels required as no floorspace has been provided within the application submission.

The Junction of Pickhill Lane and the A525

The applicant has proposed an amended layout to the junction of Pickhill Lane and the A525. It is proposed to widen the junction on the northern side to provide an 18m radius kerb on the approach to the site from the A525. Swept paths are shown for the proposed access and egress by a standard articulated vehicle. The revised junction arrangement ensures that the vehicle can turn and stay within the extents of its lane within access and egress. Dropped kerbs and tactile paving are proposed to create a level crossing point across the mouth of the junction which is an improvement and the footway is proposed to be built out on the south side of the junction. Whilst there are no objections in principle to this, the dropped kerb to access the existing farm on the south side of the junction will need to be reinstated. The existing street name sign and speed limit signs and other street furniture located at the junction will need to be re-sited, and all works to be delivered as part of a Section 278 Agreement. A Stage 1 Road Safety Audit has been provided within the further submission which has raised 9 issues that need to be addressed fully as part of the junction improvement scheme delivery, these include the resiting of a gulley and ensuring the surfacing has adequate skid resistance. Further Road Safety Audits will be required during and beyond scheme delivery. The proposed amendments to the highway have the potential to encroach beyond the public highway and therefore the applicant should ensure that the required permissions are in place. The public highway extents are shown below:



The proposals detail a retaining wall that will be required to be installed to support the realignment of the junction, the Councils structures team will need to provide their approval for such an arrangement.

Furthermore an updated drawing with the visibility splays at the junction should be submitted.

Junction modelling for the junction was undertaken using PICADY software within the Junctions 10 modelling package which indicated that the Ratio Of Flow To Capacity of each arm of the junction works well within capacity at the present time and in the future with the extra increase in traffic flows as a result of the proposed development. The full modelling data has however not been provided to review, therefore this should be submitted for review.

Travel Plan

A refined travel plan action list has been devised and has been included within the further information submitted. The measures listed seem reasonable but more far reaching actions and incentives could be undertaken to encourage sustainable travel to work, a bike loan scheme via salary sacrifice could be offered and also puncture repair station or electric bike charging point could be beneficial too.

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 for 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.

It is requested that further clarification of the site access arrangements and an updated site layout plan are submitted detailing 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 submitted Travel Plan needs to be updated with more extensive measures to incentivise more sustainable travel and should be retained by condition. The submitted Service Management Plan should be updated and should be retained by condition.

Further clarification is required about the visibility splay at the site access junction and the junction of A525/Pickhill Lane which should consider the vertical and horizontal visibility.

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

Chief Officer, Environment & Technical