

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2017/1032

Your Ref: MP/P/2017/1032

Date: 19th March 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 466 Maelor Creamery, Pickhill Lane, Cross Lanes, Wrexham.

Development: Application for removal of condition no. 14 of planning permission P/2014/0781 to allow the processing in the region of 1,000,000 birds per week.

I refer to your consultation email dated 13/03/2018 and additional highway comments from Vectos in respect of the above.

A525 Pickhill Junction

It was previously suggested that larger HGVs accessing this junction (both in / out) may well need to encroach over the centerline of both Pickhill Lane and the A525 Whitchurch Road which is not ideal. The applicant was asked to provide swept path details of a 16.5m long HGV entering and exiting this junction in all potential directions.

The applicant has submitted swept path details of a 16.5m long HGV turning right into Pickhill Lane and left out of Pickhill Lane but has not provided any details for vehicles turning right out or left into Pickhill Lane. The swept path details indicate that HGVs have to significantly encroach onto the oncoming lane when turning left out of Pickhill Lane and also encroach over the centerline of the junction when turning right into Pickhill Lane. This situation is far from ideal and will not benefit from any increase in HGV vehicle movements at the site utilizing this junction.

I would recommend that further swept path details are submitted indicating the HGV movements in all direction at this junction.

Given the existing embankment / trees on the corner of this junction, there would appear to be limited scope to deliver any improvements to the junction layout in respect of HGV movements.

Previous Traffic Generation

The additional highways statement appears to refer to a greater level of activity dating back to the 1930s when the site was first used by Cadbury's and included a rail link. However, no details / evidence of vehicle movements have been provided in respect of these activities. I assume that a significant level of deliveries / dispatches would have used the railway link at this time therefore reducing trips on the highway network.

The submitted highways statement refers to the adjoining Lloyd Fraser Site (haulage company) which I understand was operating with a licence for 46 vehicles at the same time as the Dairy Crest and First Milk operations. Although the number of vehicles may have since reduced, no details of vehicle movements have been provided.

I understand that Lloyd Fraser are served by a separate access at the western end of the site which is separate from the Maelor Creamery main access. The issue that is currently being highlighted is the lack of available visibility from the Maelor Creamery main access and not from any adjoining access.

Proposed Traffic Generation

The submitted highways statement indicates amendments to the previously proposed 6 hour window for HGV activity to a 16 hour window. This would result in average hourly HGV trip movements for the future operation (1,000,000 birds) being similar to those movements quoted for the permitted operation (400,000 birds) ie/ 2 arrivals & 2 departures per hour.

I assume that any permission would not be forthcoming to permit a 16 hour HGV window based on amenity for local residents.

However, based on the submitted figures the proposed development would still appear to result in a total of 64 HGV movements per day through the main access compared with the approved use of 24 HGV movements per day which is considered to be a significant increase.

Visibility at the Existing Main Access

I understand that a recent speed survey was carried out by the applicant which determined 85th percentile speeds of 41.2mph for vehicles travelling north east bound and 43.9mph for vehicles travelling south west bound. Based on TAN 18 requirements, this would require visibility splays of 2.4 x 108m in the south westerly direction and 2.4 x 120m in the north easterly direction measured to the nearside edge of the adjoining highway. **However, the raw data relating to the speed survey has not been submitted. I would recommend that this information is provided.**

Visibility from this access is adequate in the north easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly direction is approximately 2.4 x 60m measured to the nearside edge of the adjoining highway. Visibility is impeded in the south westerly direction given that the required splay would cut across 3rd party land. This represents a shortfall of 44% in the required visibility standards.

Unless the issue of visibility can be addressed, then I would be unable to support the proposed development. I would therefore recommend that the application is **REFUSED** for the following reason:-

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

However, if the issue of visibility can be overcome at the main access, then further consideration could be given to the proposed development. The applicant may wish to contact the adjoining landowner to negotiate the provision of a suitable visibility splay across this land.

Supplementary Notes

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

Note to Applicant

Public Right of Way no. 12 (Sesswick) runs alongside the south western boundary of the site and must not be interfered with.

Peter Douthwaite

mu Service Manager Environment