

MEMORANDUM



From: Infrastructure Manager

To: Head of Community Well-being
and Development

Our Ref: TH/DC/PP/2011/0750

Your Ref: JGK/P/2011/0750

Date: 19th October 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 388 467 Maelor Creamery, Pickhill Lane, Cross Lanes, Wrexham.

Development: Demolition of existing factory buildings and construction of new cheese cutting and packing plant including offices together with new chill storage warehouse.

I refer to your consultation dated 13/10/2011 in respect of the above.

I understand that the proposed development site will consist of 9500m² - Cutting & Packaging Unit (Class B8 Use), 8000m² - Chilled Storage (Class B8 use) and 1800m² - Staff Office Area (Class B1 Use). I understand that the previously proposed 150,000m² - Distribution Centre is no longer proposed.

The main access route to the development site would appear to be via the A525 / Pickhill Lane junction. I understand that a recent speed survey along this section of the A525 determined 85th percentile speeds of 41mph for vehicles travelling north bound and 44mph for vehicles travelling southbound.

Based on these determined speeds, this junction would normally be required to provide visibility splays of 2.4 x 120m to the northwest and 2.4 x 107m to the south east measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from this existing junction is adequate in the north westerly direction providing a splay of approximately 2.4 x 150m measured to the nearside edge of the adjoining highway. However, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 95m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / farm buildings on the corner of the junction.

I understand that the proposed increase in vehicle movements as a result of the development is as follows:-

- 22 existing (Delivery Vehicles) average weekday movements increasing to 26 movements
- 144 existing (Staff Vehicles) average weekday movements increasing to 150 movements

Based on this minimal increase in vehicle movements through the existing A525 / Pickhill junction, it would be considered inappropriate to request any highway related improvements to this junction.

In terms of accesses serving the development site itself, I comment as follows:-

Pickhill Lane is a rural, classified road subject to a 60mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway.

There would appear to be 2 no. existing accesses serving the development site as follows:-

The main access serving the site (south western corner) is approximately 18m wide and is gated 4.3m behind the adjoining carriageway. I understand that all delivery vehicles (HGVs) and staff utilise this access. Visibility from this access is inadequate in both directions providing splays of 2.4 x 55m to the south west and 2.4 x 22m to the north east measured to the nearside edge of the adjoining highway.

Visibility is impeded in the south westerly direction by the existing hedgerow fronting the adjoining field. I understand that this field is under 3rd party control and visibility cannot therefore be improved in this direction. However, visibility in the north easterly direction is impeded by the existing boundary fence fronting the site. As there will be an increase in vehicle movements through this substandard access as a result of the proposed development, I would recommend that a section of the existing boundary fence is setback to increase the available visibility.

I understand that the applicant is willing to setback the existing boundary fence for a distance of 60m from the main site entrance in order to maximize the available visibility to the north east of the main access. This will provide a significantly improved visibility splay of 2.4 x 172m measured to the nearside edge of the adjoining highway which is the maximum splay achievable due to the bend in the road. Visibility beyond 172m is prevented in that it would cross 3rd party land on the opposite side of Pickhill Lane.

There would appear to be a second access at the north eastern corner of the site which I understand is rarely used. This access is approximately 7m wide and is gated 17m behind the adjoining carriageway. Visibility from this access is inadequate in both directions providing visibility splays of approximately 2.4 x 150m to the south west and 2.4 x 25m to the north east measured to the nearside edge of the adjoining highway. Forward visibility for vehicles approaching from the south west is also inadequate providing a stopping sight distance of approximately 110m.

In terms of parking provision, I comment as follows:-

Proposed Development	GFA (m²)	Land Use Type	LPGN 16 Requirement	Total Spaces Required
Cutting & packaging	9500	B8	1 space per 100m ²	95
Chilled Storage	8000	B8	1 space per 100m ²	80
Staff Office Area	1800	B1	1 space per 30m ²	60
				235

As indicated above, the proposed development would normally require a maximum of 235 parking spaces. I understand that the existing car park is to remain unchanged and has capacity for 150 vehicles and has spare capacity at present.

The submitted Transport Assessment suggests that the proposed level of parking provision is adequate for the demand on site and site visits have indicated that the car park is usually only half full which would correspond with the busiest current period when 44 day production workers and 35 day staff are on the site at once. Between 17:30 and 18:00, as shifts change over, there will be a maximum of 126 vehicles in the car park (44 day shift workers, 44 night shift workers and 35 day staff, plus three new members of staff), which is still within the available number of spaces. There would also appear to be ample space within the site to cater for any future increase in parking demand. The proposed level of parking provision would therefore appear adequate for the proposed development.

Turning facilities for HGVs within the curtilage of the site appear adequate.

The Draft Travel Plan included with the Draft Transport Assessment appears adequate. I would recommend that a Final Travel Plan is submitted for further approval after 12 months of occupation of the premises.

In terms of providing alternative means of transport to the development site (other than by car), I understand that land is safeguarded through Policy P32 of the Local Development Plan 2006 – 2021 for a cycle and walking route between Wrexham and Overton, via Cross Lanes and Bangor Is Y Coed. This safeguarded land follows the route of the dismantled railway with the associated plans indicating that this safeguarded land passes through the First Milk site. I understand that should this route be progressed, a diversion would be required around the edge of the site for operational and safety reasons. It is accepted that such a route would increase opportunities for staff to walk and cycle to work safely from surrounding locations. I understand that First Milk would be willing to safeguard a section of land around the northern edge of the site to support this proposal. I would recommend that these proposals are discussed with the Local Planning Authority.

I would therefore recommend that any permission be subject to the following conditions:-

CONDITIONS

NONSTD VISIBILITY SPLAY (NEAR SIDE) **038R EMPTY SPLAY**

Prior to first use of the development hereby approved the main vehicular access shall provide a visibility splay of **2.4 metres x 172 metres** measured to the nearside edge of the adjoining highway in the north easterly direction. Within this splay there shall be no obstruction above the level of the adjoining carriageway. The splay shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing no. 10-108-PL51D – Dated March 2011 shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

ZJ44 TRAVEL PLAN (COMMERCIAL – END USER NOT KNOWN)

055R A Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority following the first anniversary of first use of the development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 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.

A handwritten signature in black ink, appearing to read "Jim Law". The signature is fluid and cursive, with the first name "Jim" and last name "Law" clearly distinguishable.

Infrastructure Manager