

MEMORANDUM

From: Planning Control Manger

To: Head of Environment and Planning

Our Ref: EP/DC/P/2017/1037

Your Ref: SW/P/2017/1037

Date: 24th January 2019

Town and Country Planning Act 1990

Section 78 Appeal @ Maelor Foods, Pickhill Lane, Cross Lanes, Wrexham.

I refer to your consultation / email dated 17/01/2019 in respect of the above.

I am satisfied with my previous response made to this application (copy attached).

Peter Outhwaite

un Planning Control Manger

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2017/1037

Your Ref: MP/P/2017/1037

Date: 17th May 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. 11 of planning permission P/2017/0165 to allow the processing in the region of 1,000,000 birds per week.

I refer to your consultation email dated 14/05/2018 and additional documentation from Vectos / Cassidy Ashton in respect of the above.

A525 / Pickhill Lane Junction

The applicant has offered carry out improvements to the existing junction which include widening of the northerly radius to improve swept path movements of HGVs, re-surfacing including surface treatments, refresh of white lining and on-carriageway "Slow" markings on the approaches as well as any approach signage.

The above improvement is considered to be a significant benefit to both vehicles visiting the development site and for users of the highway generally.

The applicant will be required to enter into a s.278 agreement with the Council in order to carry out the proposed highway improvements.

Proposed Traffic Generation

The latest submitted figures for the proposed development appear to indicate a total of 72 HGV movements per day through the main access compared with the previously approved use of 26 HGV movements per day (First Milk Operation) which is considered to be a significant increase.

However, the applicant has provided correspondence from The Lloyd Fraser director and First Milk director which appears to suggest that the Lloyd Fraser dairy service business may have previously generated around 140 – 160 HGV movements per day plus 20- 40 HGV movements per day from a heavy servicing facility operating at the site. If this information is correct, then the proposed development (processing in the region of 1,000,000 birds per week) would equate to significantly less daily HGV movements compared with previous traffic movements.

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.

The applicant has offered to carry out improvements to the existing access to provide visibility splays of 2.4 x 121m to the north east and 2.4 x 110m to the south west measured to the nearside edge of the adjoining highway. In order to provide the required splay in the south westerly direction, the applicant will need to acquire a portion of the adjoining land, setback the hedgerow, topsoil and seed the verge and dedicate any land within the required splay to the highway.

The above improvement is considered to be a significant improvement in highway safety terms.

Parking & Turning Provision

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

The proposed development site comprises a gross floor area of 14025m². Based on LPGN 16 requirements, B2 General Industrial Use requires a maximum of 1 car space per 50m². This equates to the maximum requirement of 281 spaces.

I understand that as the current operation of the site (including operational hours and shift patterns) is similar to previous operations at the site, and overall staff numbers are lower, the proposed level of parking provision (ie/ 150 no. spaces) would be adequate. 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.

However, it may be considered appropriate to impose a suitable condition stating that *"the permission shall not be for the benefit of the land but shall operate for the benefit of Maelor Foods, whilst they operate and occupy the site"*.

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

Draft Service Management Plan

The applicant has submitted details of a Draft Service Management Plan. I assume that the submission of a Service Management Plan will be included as a condition should the application be supported.

Construction Traffic Management Plan - including details of contractor parking (Reserved Matter)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

Providing the above improvements are implemented, I would have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

ZJ17A VISIBILITY SPLAYS (NEAR SIDE)

038R EMPTY SPLAY

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 121 metres to the **north east** and 2.4 metres x 110 metres to the **south west** measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

1. *Detailed layout, design, drainage and modifications to the existing A525 / Pickhill Junction.*
2. *A scheme of surfacing, white lining and signage to the existing A525 / Pickhill Junction.*

The scheme as is approved shall be fully implemented prior to first use of the development.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Notes to Applicant

- *The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

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

Supplementary Notes

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

peter southwate

KA Planning Control Manager