

From: Karl MCL

Sent: 18 May 2021 09:09

To: 'Alan Goforth'

Cc: Jon Guest Simon Oxendale <'Gary Housden' 'Jill Thompson' 'Helen Selwyn' Bill Bailey 'Richard Morrison' 'Brett Beveridge'

Subject: 1905 : Pro-Pak Foods Ltd. Application Ref 20/01235/MFUL

Dear Alan

Thank you for our helpful telephone discussion yesterday to review the above mentioned planning application.

As explained Pro-Pak Foods Ltd have been unable to secure consent to reposition the existing site access off Cherry farm Close and thus the proposed site layout has been amended to improve and continue to use the current site access position.

I enclose for your attention a copy of the following drawings and documents. Could you please substitute these documents for those currently submitted.

Myhill Consulting Ltd

1905 – 01a Location Plan

1905 – 02a Existing Site Plan

1905 – 03a Existing Site Plan

1905 – 12f Proposed Site Plan

1905 – 13c Proposed Ground Floor Plan

1905 – 14c Proposed First Floor Plan

1905 – 15b Proposed Roof Plan

1905 – 23c Phasing Plan

1905 – 24a Phase 1 Construction Site Set Up.

1905 – 25 Phase 1 Site Plan (New Drawing)

ACD Environmental

PR 123028 – 03B Tree Protection Plan

PR 123028 – 11C Landscape Proposals.

Bailey Johnson Hayes

S1426 – 01E Drainage Layout

S1426 – 02D Drainage Details

S1426 – 03E External Works Layout

Transport Planning Associates

2004 – 045/TN/03 Technical Note 03

I trust you will find the amended proposals acceptable.

I shall be updating the scheme elevations and visuals shortly and will forward these to you as soon as possible.

If you have any queries concerning the above please do not hesitate to contact me.

Kind Regards

Karl Myhill

Pro-Pak Foods Limited

Proposed Pro-Pak site expansion,
Malton

Project Reference: 2004-045/TN/03

Technical Note



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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Pro-Pak Foods Limited to provide transport and highways advice in relation to the proposed expansion of its site in Malton, North Yorkshire. That advice was presented in a Transport Statement¹ that was prepared in support of a planning application (Ryedale District Council planning reference 20-01235-MFUL).
- 1.2 Since the submission of the Transport Statement, discussions with the adjacent land owner with regard to the use of Cherry Farm Close have resulted in a revision to the proposed site layout. The revised layout has removed the proposed site access that would have been located on the western edge of the site and instead utilises the existing access on Cherry Farm Close.
- 1.3 This Technical Note has been prepared as an addendum to the Transport Statement to describe the revisions to the proposed access arrangements of the site, and to set out how the new service area is intended to operate with respect to the use of the existing site access.

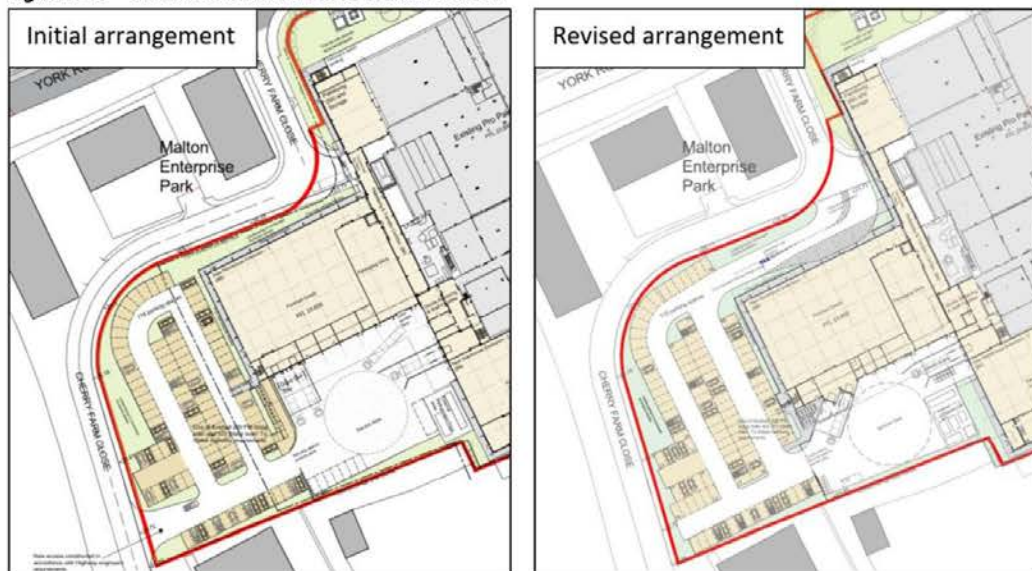
¹ TPA document reference 2004-045/TS01 dated December 2020

2 Revised site layout

Site access

- 2.1 The proposed site layout has been amended to utilise the existing site access position rather than using a new site access position located further along Cherry Farm Close. For ease of reference, the initial and revised site access arrangements are shown below at **Figure 2.1**. The full site layout showing the revised access is reproduced at **Appendix A**.

Figure 2.1 Initial and revised site access details



Source: Myhill Consulting Drg. Nos. 1905/12D, 1905/12F

- 2.2 As can be seen from **Appendix A**, the revised access arrangement does not alter the level of parking to be provided (116 spaces) and the overall parking layout and anticipated use, as described in TPA Technical Note 2004-045/TN02 remains unaltered. To reflect the change in site access location, the eastern car park aisle has been widened to ease the passage of HGV traffic through the parking area and the landscaping at the site boundary has been reduced to accommodate the widened car park aisle. The revised entry arrangements include a security barrier located on the northern section of site access road.
- 2.3 To accommodate the HGV traffic that will be required to manoeuvre around and turn within the site, the proposed Finished Goods building has been moved south to allow additional space by the site entrance. As can be seen from the revised site layout, a holding bay has been introduced for HGVs arriving at the site. This will enable cars to pass an HGV that is awaiting clearance and will also allow exiting traffic to pass without obstruction, therefore removing any risk of queuing back onto the highway. The anticipated use of the holding bay in relation to the service yard is discussed later in the document.

Swept path analysis

- 2.4 The swept path analysis of HGVs entering and exiting the revised site access are shown at **Appendix B**. As can be seen, the proposed revised site access layout would be able to cater for the passage of HGVs into and out of the site.

Service yard

- 2.5 As can be seen from **Appendix A**, the repositioning of the Finished Goods building to accommodate the use of the existing site access has reduced the depth of the proposed service yard. To reflect this, the two loading bays for the Finished Goods building have been re-orientated. Bay 1 will be used for rigid HGVs while Bay 2 will be used for articulated vehicles. A turning circle of 25 m will be provided to enable HGVs to manoeuvre within the service area.

Swept path analysis

- 2.6 The swept path analysis of HGVs accessing the service area are reproduced at **Appendix B** and demonstrate that the service area would be able to accommodate the turning requirements of a 10.0 m rigid HGV and a maximum length articulated vehicle.

3 Proposed holding bay

- 3.1 The proposed use of a holding bay reflects the limited number of HGV movements generated by the site, which is understood to typically be 10 – 12 daily HGV movements per day. Given the low number of daily movements, it would not be practical to provide for two way working through the car park as the effect of substantially widening the car park aisle at the two 90° bends on the site layout would be significant and would adversely impact the site layout.
- 3.2 The proposed holding bay would be used for all HGV arrivals to the site. Upon arrival, the HGV would pull into the holding area and wait to be called forward to the service area by the site manager. In this way, any existing traffic from the car park or service area would not be obstructed by an arriving HGV awaiting entry clearance.
- 3.3 As noted, the typical daily HGV flow is low, but to reflect the need to control the passage of HGVs through the site and to limit the number of arrivals at any one time, it is anticipated that a Service Management Plan (SMP) will be implemented to control access to the site. A combination of site CCTV and communication with site staff would be used to inform the driver of the HGV when a loading bay was free within the service yard, once the arrival had been registered. If an HGV arrives before a loading bay is free, the driver would be instructed to wait until a bay becomes free and the exiting HGV has left the site.
- 3.4 A possible framework for an SMP is set out in the following table. The use of an SMP can be secured by way of a planning condition as part of the consent for the site and the client would welcome such a condition.

Table 3.1 Suggested framework for an SMP

Topic	Measure
Site access	<ul style="list-style-type: none"> ▪ Drivers to use arrivals holding bay ▪ Signing ▪ Registration of arrivals ▪ Site barrier control ▪ Priority to exiting service vehicles ▪ Use of CCTV to check on use of car park aisle
Use of service area	<ul style="list-style-type: none"> ▪ Daily schedule of arrivals ▪ Maximum number of vehicles

Document Management

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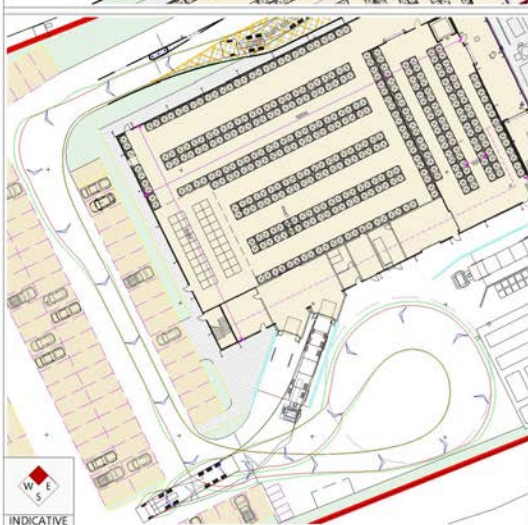
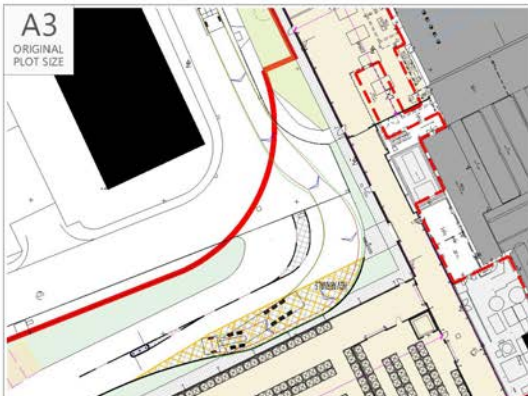
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Document Review

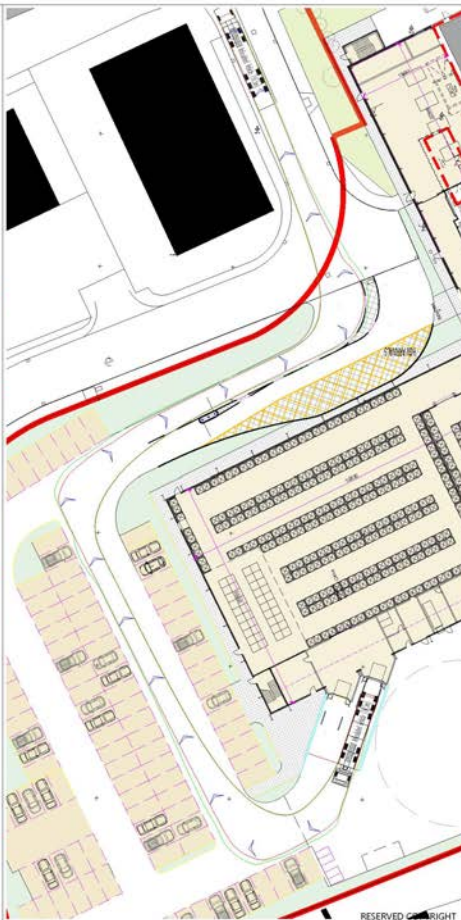
	Status	Author	Checker	Approver	Date
01	Draft	RJM	DE	DE	14 05 21
	Issue	RJM	DE	DE	17 05 21

APPENDIX A

A3
ORIGINAL
PLOT SIZE

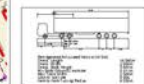


INDICATIVE



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- NOTES:
1. Based on Myhill Consulting Drawing No. 1905/12 Rev F.
 2. Sweep Path Analysis of a Refrigerated 16.5m Articulated Vehicle (AutoTrack Vehicle Reference No. 100080).



Sweep Path KEY

- Sweep path - Wheel Pathway
- Sweep path - Vehicle Overhang

No.	Date	Revised	Drawn	Checked	Approved

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CLIENT: **Pro-Pak FOODS**

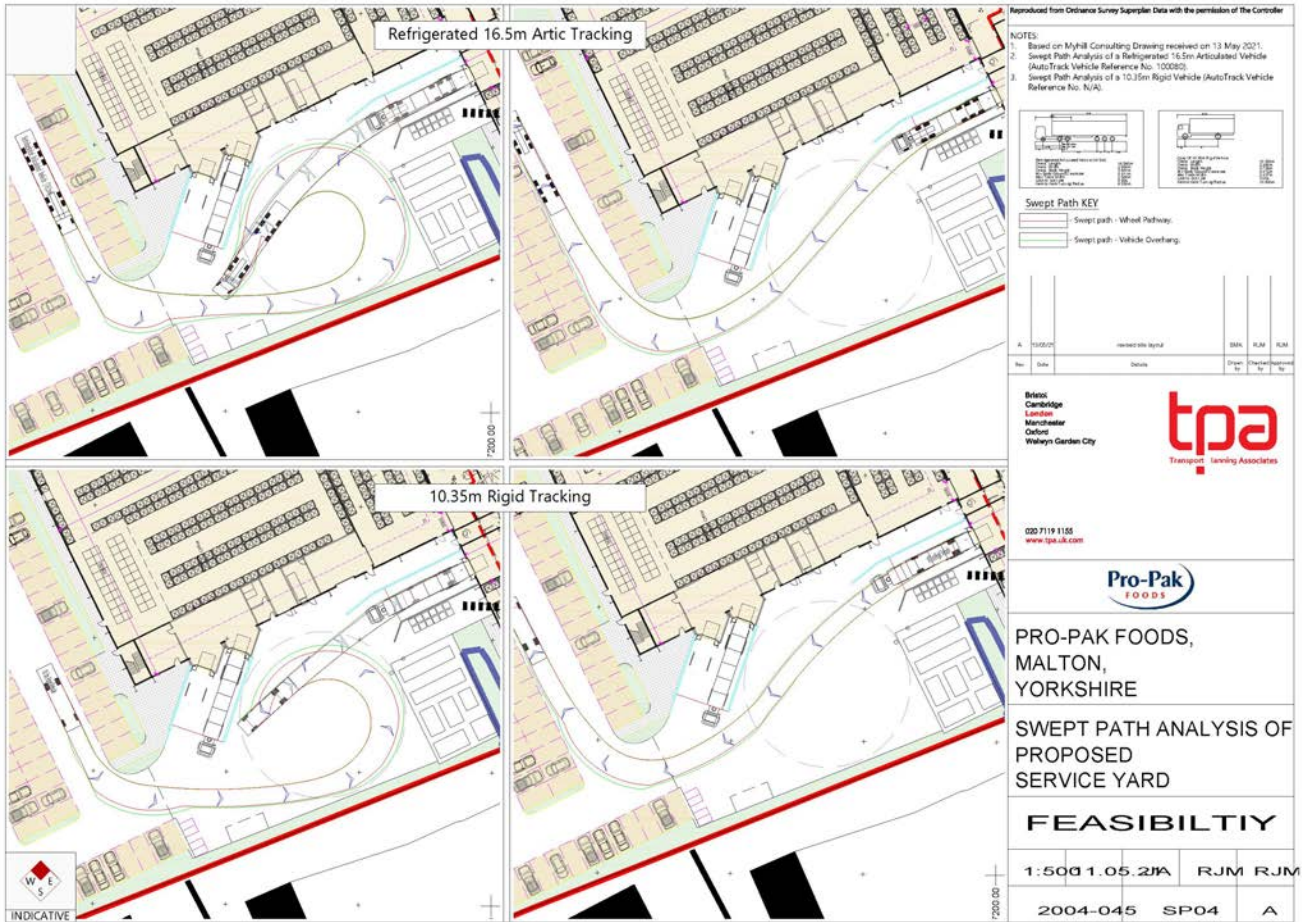
PROJECT: **PRO-PAK FOODS, MALTON, YORKSHIRE**

TITLE: **SWEPT PATH ANALYSIS OF PROPOSED SERVICE YARD**

STATUS: **PLANNING**

SCALE: 1:500	DATE: 17.05.21	DRAWN: JA	CHECKED: RJM	APPROVED: RJM
JOB NO: 2004-045	DRAWING NO: SP05	REVISION: -		

APPENDIX B



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NOTES:
1. Based on Myhill Consulting Drawing received on 13 May 2021.
2. Swept Path Analysis of a Refrigerated 16.5m Articulated Vehicle (AutoTrack Vehicle Reference No: 1000002).
3. Swept Path Analysis of a 10.35m Rigid Vehicle (AutoTrack Vehicle Reference No: N/A).

Swept Path KEY
Swept path - Wheel Pathway
Swept path - Vehicle Overhang

A 1000002 revised site layout BSA RJM RJM
Date: 13/05/21 Drawn by: Checked by: 13/05/21

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SWEPT PATH ANALYSIS OF
PROPOSED
SERVICE YARD

FEASIBILITY

1:500	1.05.2JA	RJM	RJM
2004-045	SP04	A	

