

Maelor Foods, Pickhill Lane, Cross Lanes, Wrexham

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

Response to Wrexham Council Highways Comments

VN222301_Maelor Foods Further Development_Highway Response_01.docx

Introduction

1. Vectos have been appointed by Maelor Foods to provide highways and transport advice in support of development proposals to expand existing poultry processing capabilities at the Maelor Foods site off Pickhill Lane in Wrexham.
2. As part of the submission to vary Condition 7, Vectos prepared a Transport Assessment (TA) to accompany the application. The TA provided details on existing site operations, as well as assessing the highway implications of permitting the processing of 2 million birds per week.
3. It is positive to see from the transport comments received, that Wrexham County Borough Council (WCBC) Highways are generally agreeable with the assessment methodology and judgements regarding network operations. However, additional information and clarity has been requested for a number of elements relating to the site access, parking and road safety aspects at the A525/Pickhill Lane junction improvement.
4. This note has been prepared to respond to the comments received by WCBC in April 2023, in relation to the varying of Condition 7 and the processing of 2 million birds per week.
5. Wrexham Council's response has been provided as **Appendix A** for ease of reference.

WCBC Highways Comments

6. For ease of reference, WCBC's comments have been reproduced with the Vectos response provided underneath. This note responds to the highway comments in the general order in which they were presented by WCBC.

Site Access

It is not unreasonable to request plans showing visibility splays for HG's exiting the site and also staff / visitors exiting the site via the separate staff and visitor access point.

7. A visibility assessment at the main staff and HGV site entrance was undertaken as part of a previous planning application at the site (refer to **Vectos Drawing VN70805-D106**). These were based on the recorded 85th percentile vehicle speeds on Pickhill Lane recorded in 2017. These were recorded at 41mph-44mph.

8. The visibility sightlines presented have previously been agreed with the Council and have been implemented on site.
9. For clarity, as part of the 2022 surveys, 85th percentile vehicle speeds on Pickhill Lane were also considered and reported in the Transport Assessment (37mph-38mph). The recorded speeds are less than previously recorded and therefore the visibility splays currently achievable at both site access points is sufficient for the development demands.

It would also be beneficial to understand the arrival times of HGVs, in order to ensure there are arrangements in place should more than one HGV arrive at the same time.

10. Within the submitted TA, an hourly two-way movement (arrivals + departures) profile was presented. As was presented in the TA, with the processing of 2 million birds per week, the maximum number of HGV two-way movements in a single hour could be 29 (worst-case / peak hour), with the majority of movements occurring in the interpeak periods.
11. For the purpose of this highway response, the data has been further interrogated to produce a HGV arrival only profile, for the processing of 2 million birds per week – refer to **Figure 1**.

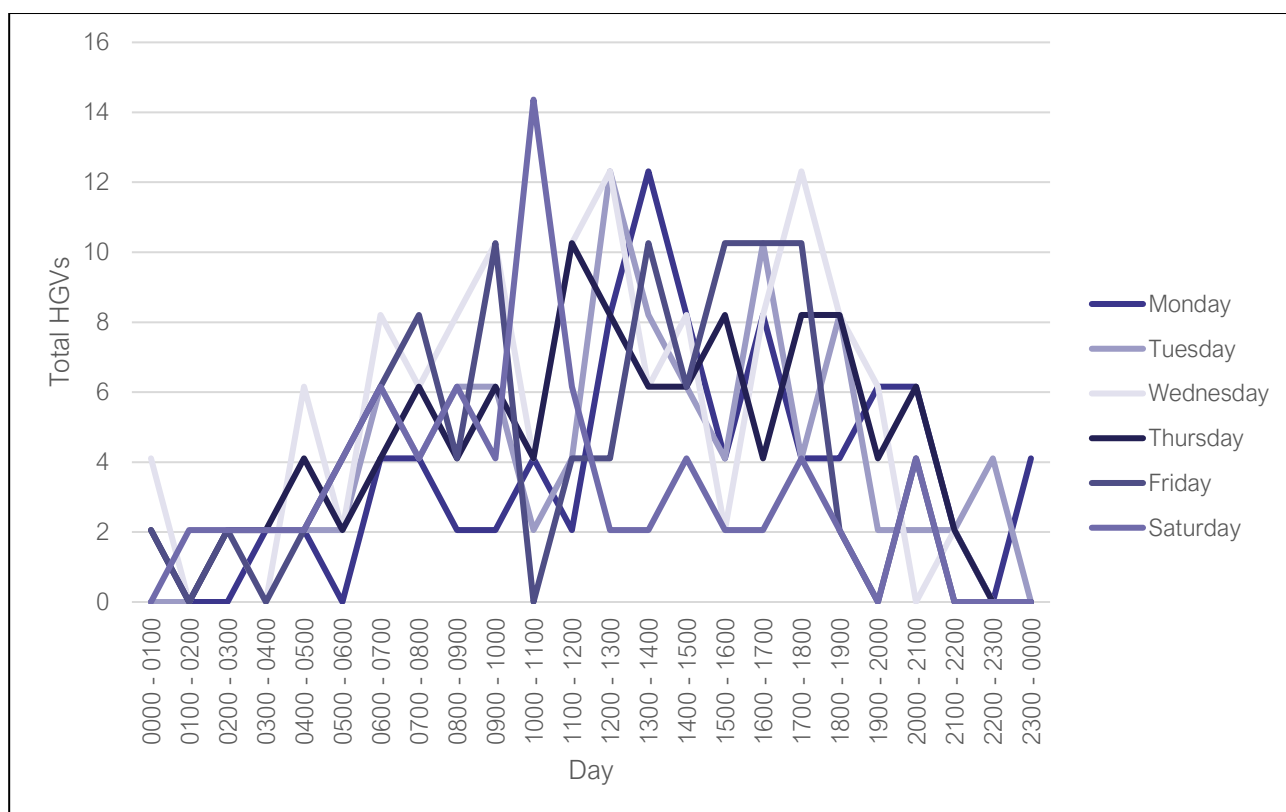


Figure 1: Daily Profile of HGV Arrivals Only (2 million birds per week)

12. As is shown from **Figure 1**, with the processing of 2 million birds per week, there will be a maximum of 14 arrivals in a single hour (worst-case / peak hour), which equates to approximately one movement every 4 minutes. The majority of arrivals will occur in the interpeak period.

13. To ensure that appropriate arrangements are in place, during all operational hours, HGV movements are currently coordinated and arrivals pre-booked in advance (where possible); the booking system will operate as such that the allocated arrival time of each HGV will be staggered across each hour so no more than one HGV will arrive at one time.
14. In terms of infrastructure at the existing access, there is actually physical space for a total of three maximum length HGVs to be stored off the public highway up to the Maelor Foods entry barrier. Should two vehicles turn up at one time, due to circumstances outside of Maelor Foods control (i.e. road works, congestion etc), this can be accommodated without influencing the operation of the local highway network.
15. As part of the overall management of HGV movements, there is a contingency scenario that Maelor Foods have available which is to direct HGVs through the main access to a second weigh bridge and security check point at the rear of the main building. This again provides a level of flexibility to ensure multiple HGVs are never waiting at the main gatehouse or affecting operations on Pickhill Lane.

A copy of the Service Management Plan for viewing will be beneficial to understand how deliveries are coordinated to ensure any stationary vehicles on Pickhill Lane do not create a safety issue.

16. As requested, and for ease of reference, the operational Service Management Plan for the site is attached as **Appendix B** to the rear of this report.

To improve access to the site on foot a designated footway for pedestrians should be provided. A detailed plan showing a designated footway is required.

17. Consideration has been given to the key pedestrian desire lines off the public highway / Pickhill Lane and the existing internal footways around the site.
18. Under the proposals, a 2m wide surface level marked pedestrian route from Pickhill Lane could be implemented at the main staff access. Through the use of appropriate signage, white lines and relocation of parking spaces, a delineated pedestrian route can be separated from the main access used by HGVs to minimise potential conflicts.
19. An indicative sketch of the proposed layout is provided as **Figure 2**.

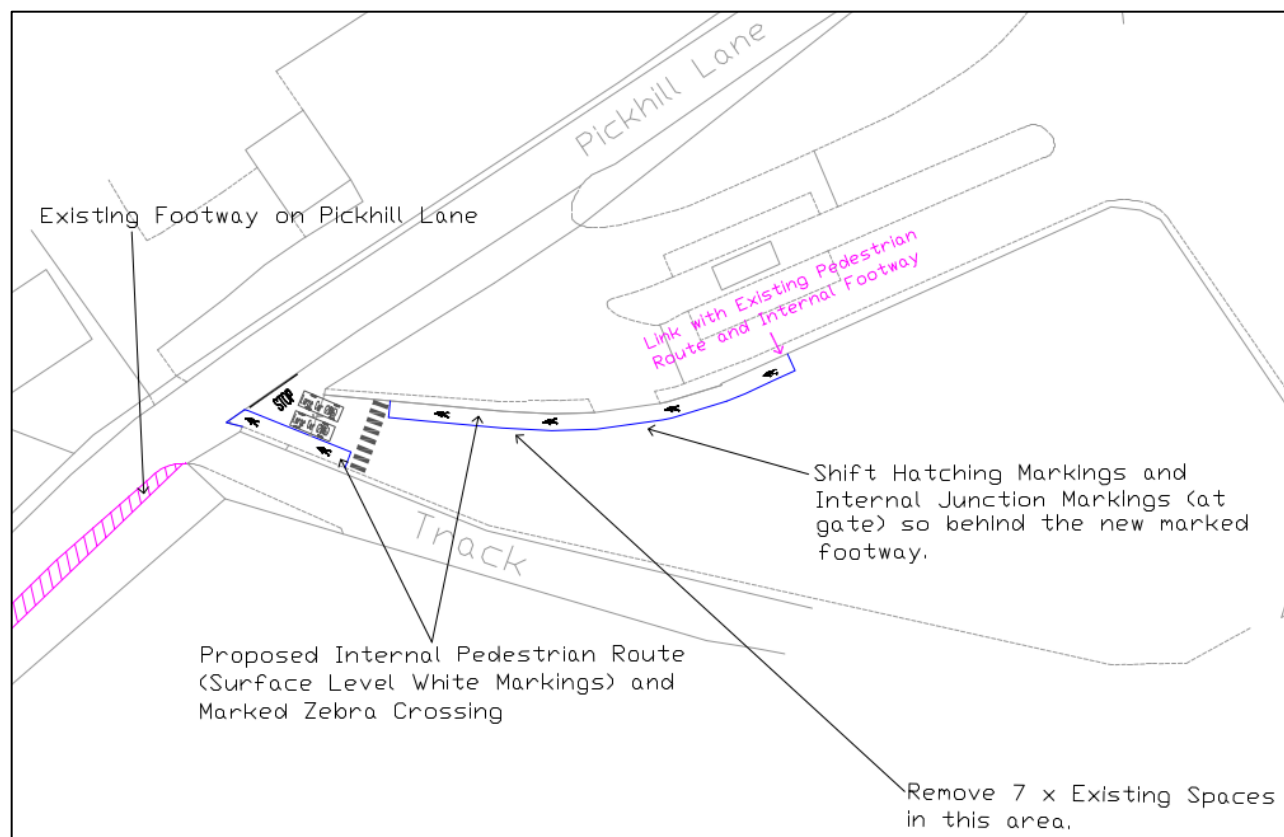


Figure 2: Indicative Pedestrian Route to/from Pickhill Lane

Parking

It is not known from the TA and planning application what the current parking arrangements are. Full details of the car parking arrangements are required. The applicant should provide car parking numbers and a plan illustrating the number of staff parking bays/ visitor parking spaces, the parking layout, drop off and pick up areas, and turning areas and should also detail what the arrangements are for staff shift changeovers. Detail regarding the number of accessibility parking bays, motorcycle spaces and cycle parking spaces is also required, as well as detail regarding cycle parking facilities, including secure lockers.

Clarification regarding staff shift patterns is required and assurance that there is enough space within the staff carpark for shift change overs is required.

20. The current car parking provision is approximately 240 spaces made up as follows:

- The main parking area has approximately 160 marked bays and an additional overflow area (approximately 32 spaces) immediately to the south;
- 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.

21. There are currently no formally marked bays for disabled users, motorcycles or cycles, but the available space is used informally within the site.
22. There is currently no designated drop off / pick up area, with space available in the staff car park to accommodate this activity. The car park operates on a first come first serve basis.
23. As discussed in the Transport Assessment, the car parking provision is currently sufficient to accommodate the development demands. An indicative parking accumulation exercise has been undertaken for the existing use, based on traffic surveys of the site access recorded in May 2022.
24. The surveys revealed that during the entire day and across all shift patterns, a total of 175 cars accessed and 181 egressed the premises. A summary is presented in **Table 1**.

Time	Existing Arr.	Existing Dep.	Existing Parking Accumulation
00:00 - 01:00	4	5	5
01:00 - 02:00	3	6	2
02:00 - 03:00	2	2	2
03:00 - 04:00	8	2	8
04:00 - 05:00	20	5	23
05:00 - 06:00	7	1	29
06:00 - 07:00	13	12	30
07:00 - 08:00	25	2	53
08:00 - 09:00	16	4	65
09:00 - 10:00	1	1	65
10:00 - 11:00	2	4	63
11:00 - 12:00	4	3	64
12:00 - 13:00	6	3	67
13:00 - 14:00	21	7	81
14:00 - 15:00	4	19	66
15:00 - 16:00	10	10	66
16:00 - 17:00	8	21	53
17:00 - 18:00	7	24	36
18:00 - 19:00	4	24	16
19:00 - 20:00	0	1	15
20:00 - 21:00	2	3	14
21:00 - 22:00	5	1	18
22:00 - 23:00	2	18	2
23:00 - 00:00	1	3	0
Total	175	181	

Table 1: Existing Parking Accumulation (253 staff)

25. The indicative analysis highlights that the existing car parking provision is sufficient for the current development demands, including shift changeover. The maximum occupancy of the car parking on site is 81 vehicles, leaving 159 spaces available.
26. The development proposals will increase the number of staff working at the site by approximately 125, which will increase the number of staff in each shift. The existing shifts will remain but with additional staff.
27. Applying the existing arrival and departure profile across the day to the additional staff, an indicative future accumulation exercise is presented in **Table 2**.

Time	Existing Arr.	Existing Dep.	Future Parking Accumulation
00:00 - 01:00	6	7	7
01:00 - 02:00	4	9	3
02:00 - 03:00	3	3	3
03:00 - 04:00	12	3	12
04:00 - 05:00	30	7	34
05:00 - 06:00	10	1	43
06:00 - 07:00	19	18	45
07:00 - 08:00	37	3	79
08:00 - 09:00	24	6	97
09:00 - 10:00	1	1	97
10:00 - 11:00	3	6	94
11:00 - 12:00	6	4	96
12:00 - 13:00	9	4	100
13:00 - 14:00	31	10	121
14:00 - 15:00	6	28	99
15:00 - 16:00	15	15	99
16:00 - 17:00	12	31	79
17:00 - 18:00	10	36	54
18:00 - 19:00	6	36	24
19:00 - 20:00	0	1	22
20:00 - 21:00	3	4	21
21:00 - 22:00	7	1	27
22:00 - 23:00	3	27	3
23:00 - 00:00	1	4	0
Total	261	270	

Table 2: Future Parking Accumulation (378 staff)

28. The indicative analysis highlights that the existing car parking provision is sufficient for the future development demands, including shift changeover times. The maximum occupancy of the car parking on site is 121 vehicles, leaving 119 spaces available.
29. Although no additional car parking, or development area is proposed on the site, it is acknowledged by Maelor Foods that space within the car parking areas could be more formally defined to identify specific disabled, motorcycle and cycle parking space.
30. As such, suggested modifications to the existing car park are presented in **Figure 3** which shows the potential for dedicated disabled parking close to the main building entrance, conversion of standard spaces to car sharing spaces, conversion of standard spaces to create motorcycle spaces and removal of spaces to provide secure, covered cycle parking.

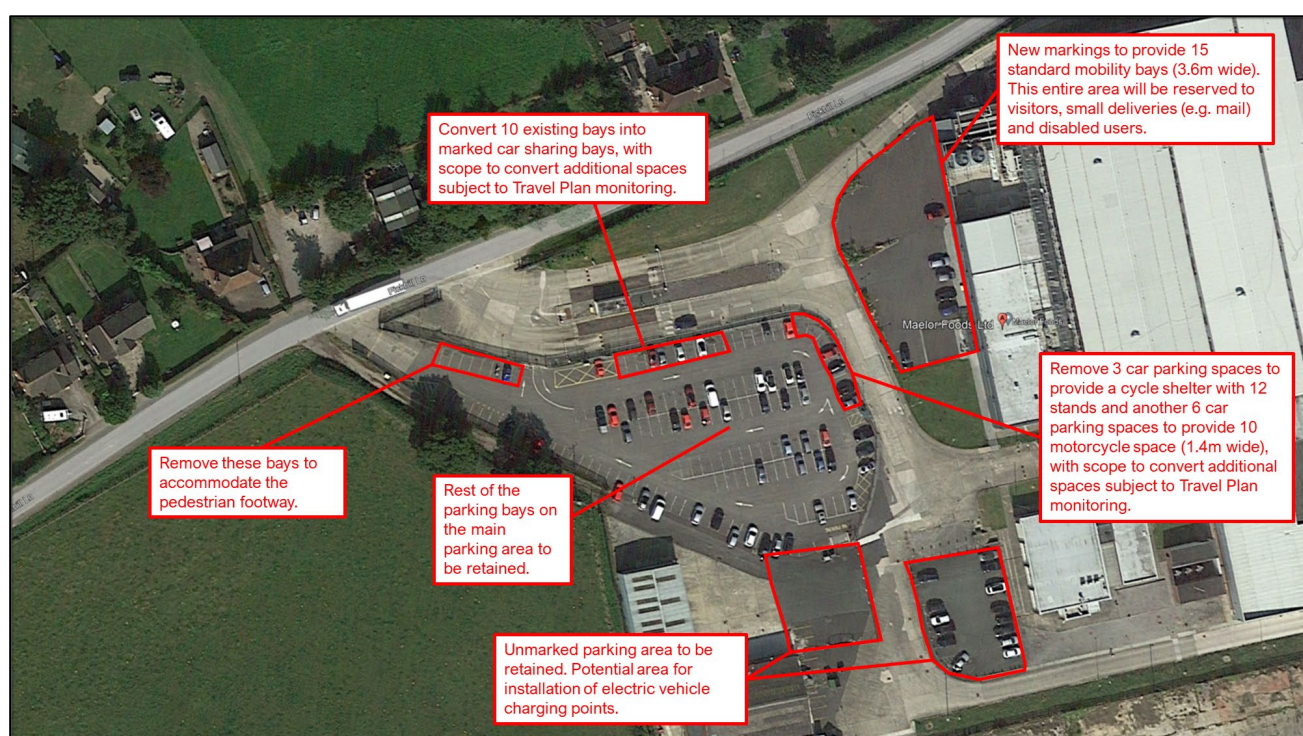


Figure 3: Suggested Car Park Modifications

31. It is considered that the suggested modifications identified in **Figure 3** could be implemented as part of the existing Travel Plan monitoring and review process. If all areas shown were to be implemented, the final number of spaces on site would be as follows:
 - 215 car parking spaces, including 15 'mobility standard' bays;
 - 14 cycle parking spaces; and
 - 10 motorcycle parking spaces.

Traffic Impact

The results of the modelling have been provided in the TA. It is requested the model is submitted to WCBC for review.

32. As requested, the model has been submitted to WCBC for their review.

A525 / Pickhill Lane Junction

A proposed layout plan has been provided; however, it is requested that a detailed design is provided for approval with dimensions of the proposed layout on the drawing.

33. The proposed layout plan presents a general arrangement for the A525/Pickhill Lane junction including visibility splays, markings, footways, tactile paving, indicative extent of retaining structure and suggested replacement signage locations.
34. At this stage of the planning process, it is considered that a full detailed design of the junction is not necessary to inform a planning judgement on the variation of condition application. This level of detail can reasonably be conditioned.
35. However, to assist in providing additional information, key dimensions at the junction are presented in **Figure 4**.

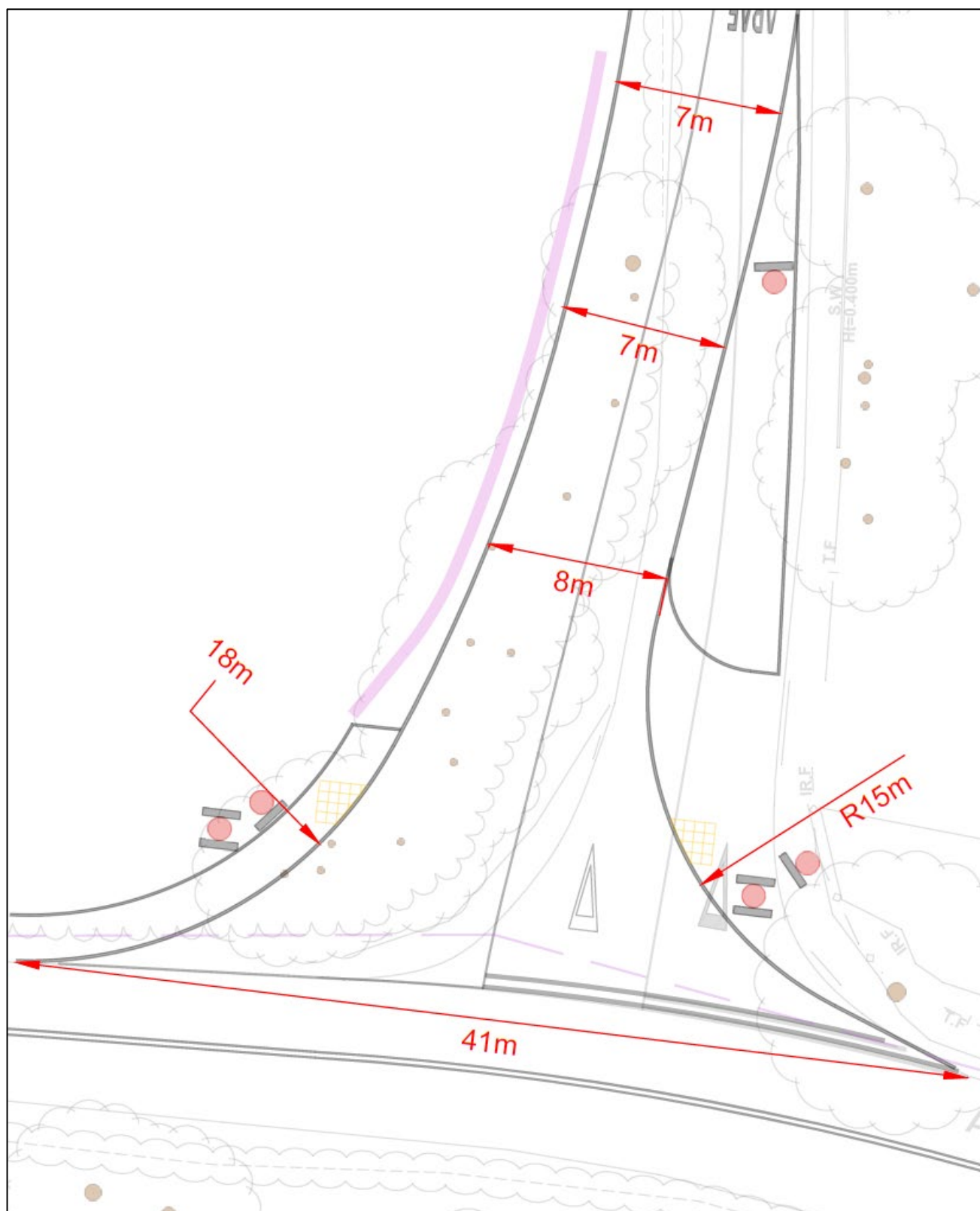


Figure 4: A525/Pickhill Lane Proposed Dimensions and Geometry

It is noted from reviewing the vehicle swept path drawings provided by the applicant, that right turn movements in and out of Pickhill Lane are still tight and that HGVs cross the centreline and run over the verge on A525 to undertake the movement. A vehicle swept path of the existing layout should be provided for a comparison of the two arrangements.

36. The vehicle tracking presented allowed ensured that the wheels and axles of the vehicles were within the carriageway extents with some flexibility for the vehicle body to overhang certain sections of verge (i.e. the rear of the trailer, if required).
37. To assist, the swept path analysis has been revisited to show the extents of the vehicle tracking with no body overhang of the verge. The updated tracking is presented in Vectos **Drawing VN22230-TR100 Rev A** attached to the rear of this report, and it has been subject to the Stage 1 Road Safety Audit, discussed further below.

An independent stage 1 RSA of the detailed design of the proposed layout and vehicle swept paths is required for approval as part of the planning application.

38. A Stage 1 RSA has been undertaken for the proposed alterations at the A525 / Pickhill Lane junction.
39. The RSA was undertaken by an independent audit team in May 2023. It identified a total of nine problems and a Designer's Response has been prepared. The RSA and Designer's Response is provided in **Appendix C**.

It is noted that the proposals will include a retaining wall on the north-western extents of Pickhill Lane. A detailed plan associated with the retaining wall will also need to be provided and approved by WCBC structures team.

40. A detailed plan has been prepared and is provided as **Appendix D** to the rear of this report. This highlights just one option for the retaining wall (there may be other options as part of further detailed design in due course) with a modular block system over a length of approximately 30m.
41. Sections have been provided at regular intervals along the length of the retaining structure. The maximum height of the structure would be 1.45m with the majority around 1m in height.

Accessibility to the Site and Active Travel

The applicant should contact WCBC Active Travel Officer, Daniel Morris, to discuss future AT aspirations in the area and how Maelor Foods can improve facilities to the site for employees and visitors to make it safe and practical to travel via AT means.

42. Email and telephone correspondence has been made with Daniel Morris and on Friday 26th May 2023 a Teams meeting was coordinated to discuss active travel infrastructure currently being considered in the wider area, and WCBC's aspirations for additional active travel infrastructure.
43. It was confirmed in the meeting that there are currently no proposals for any future routes on Pickhill Lane itself, however the A525 Bangor Road is identified for future improvements. Despite this, Daniel Morris confirmed that this route is not a priority and there is no date in mind for these works.
44. Daniel advised that due to the location of the site, there are few opportunities to improve active travel infrastructure within the extent of adopted highway, but it was noted that the WCBC Highways suggestion of an improved pedestrian route at the main site access into the site would be beneficial for site users.

The Travel Plan needs to be updated and resubmitted to WCBC for approval. The Travel Plan should provide information in relation to how Maelor Foods aims to reduce single car travel to the site.

45. It is considered that the TP remains relevant and up to date, but for completeness, a refined TP action plan has been devised that outlines all TP actions that will be undertaken within the next year – refer to **Table 3**.

Number	Action	Objective	Date	Responsibility
1	Update and redistribute the staff travel information document / pack to be sent to all existing and any new staff members	To increase staff awareness on alternate travel modes around the site	Q2 2023	TPC
2	Update all communal noticeboards with up-to-date travel information	To increase staff awareness on alternate travel modes around the site	Q2 2023	TPC
3	Undertaken an updated Staff Travel Survey	To establish up-to-date staff modal shift data	Q3 2023	TPC
4	Undertake one travel plan promotion day	To increase staff awareness on alternate travel modes around the site	Q3 2023	TPC
5	Install cycle parking provision	To help encourage cycling to / from the site	Q3 2023	TPC
6	Promote national cycle to work week to all employees	To help encourage cycling to / from the site	Q3 2023	TPC
7	Assess the requirement for a bicycle user group and if demand dictates establish a BUG	To help encourage cycling to / from the site	Q3 2023	TPC
8	Set up a Car Share Database	To help encourage car sharing amongst staff members	Q4 2023	TPC
9	Convert ten existing car parking spaces to marked car sharing bays	To help encourage car sharing amongst staff members	Q4 2023	TPC / Owner
10	Look into converting up to five existing car parking spaces to electric vehicle spaces	To help encourage travel via electric vehicles	Q1 2024	TPC / Owner

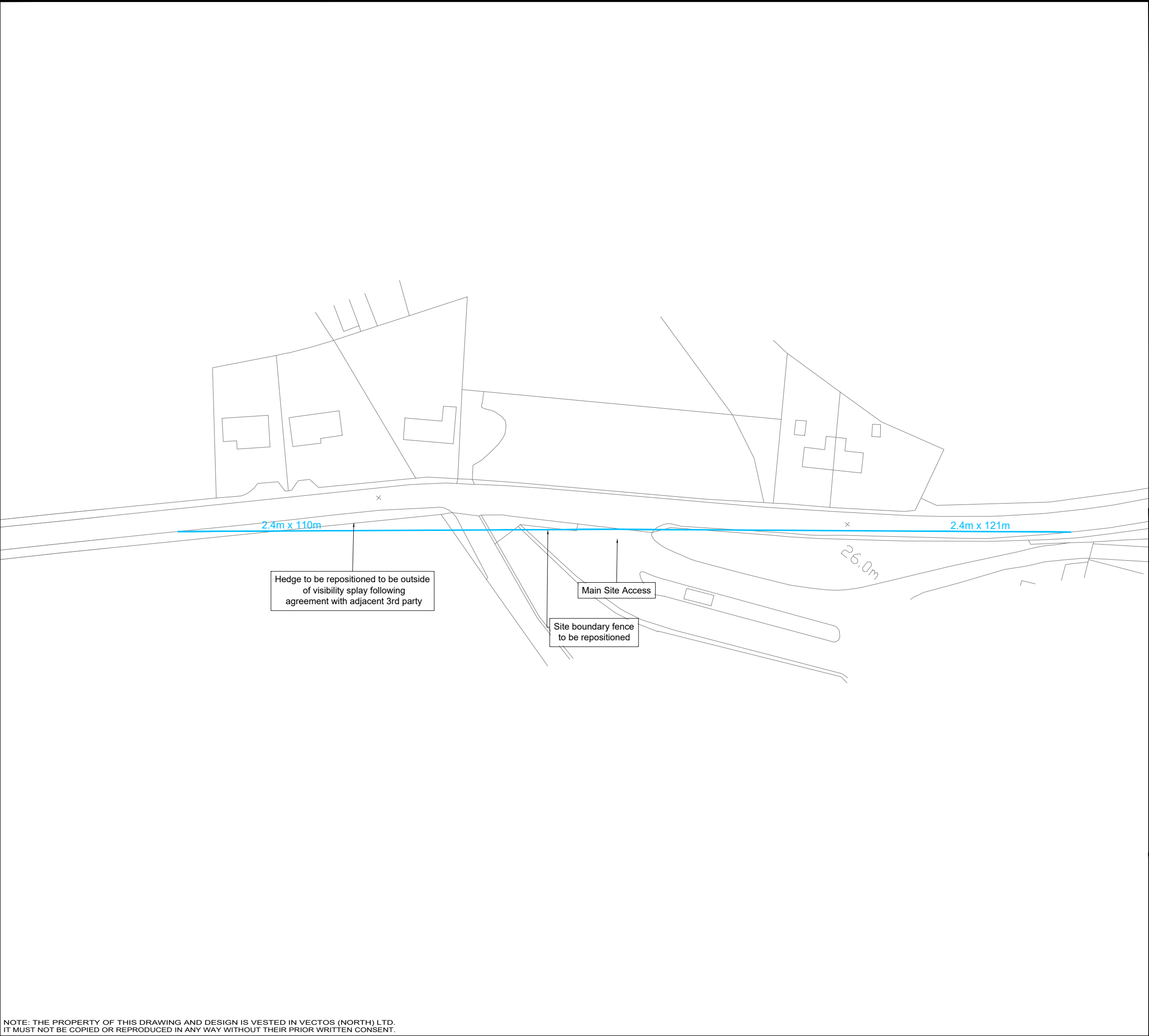
Table 3: Travel Plan Updated Action Plan 2023/24

46. The formal Travel Plan update will be informed by a new staff travel survey in Q3 2023. This will allow progress towards previously identified targets to be measured, with the targets updated accordingly.

Conclusions

47. This report is considered to satisfy all of the comments raised by the Local Highway Authority and should allow Highways to support the application to vary Condition 07 to permit the processing of 2,000,000 birds per week (application reference: ET/DC/MM/2022/0820).

Drawings



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Maelor Foods Ltd

PROJECT:
Maelor Foods, Pickhill Lane

DRAWING TITLE:
Site Access Visibility Splay

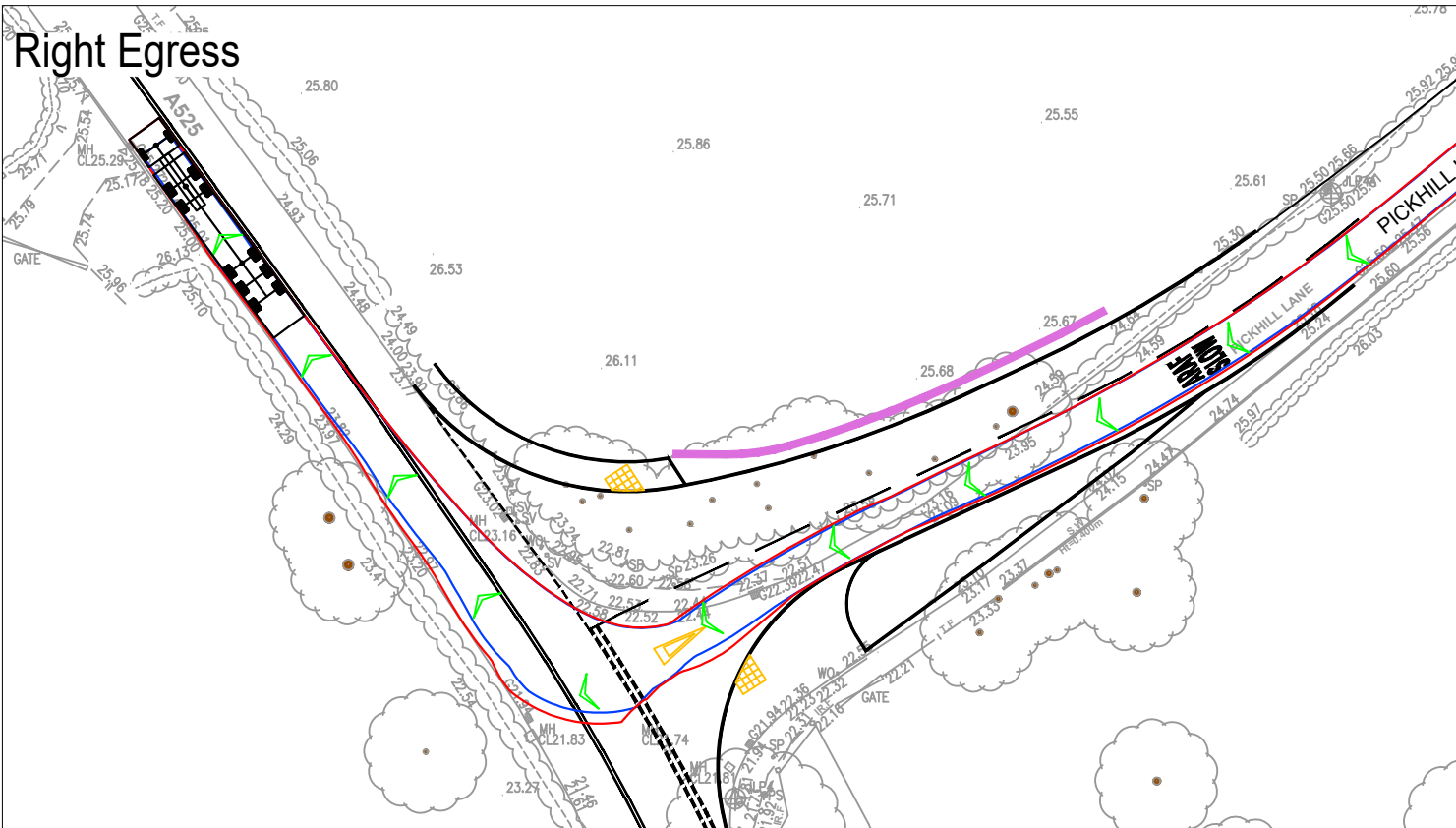
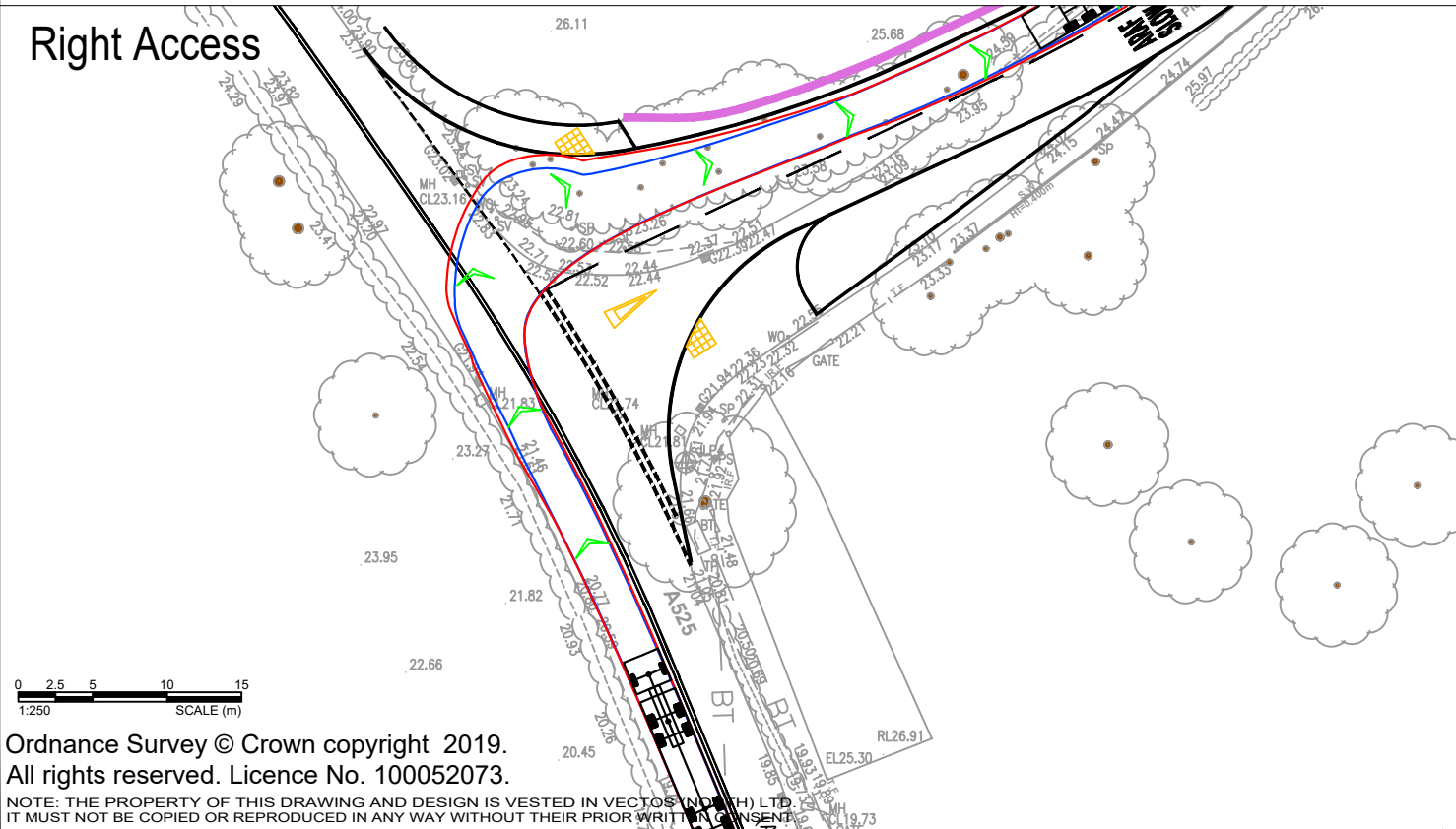
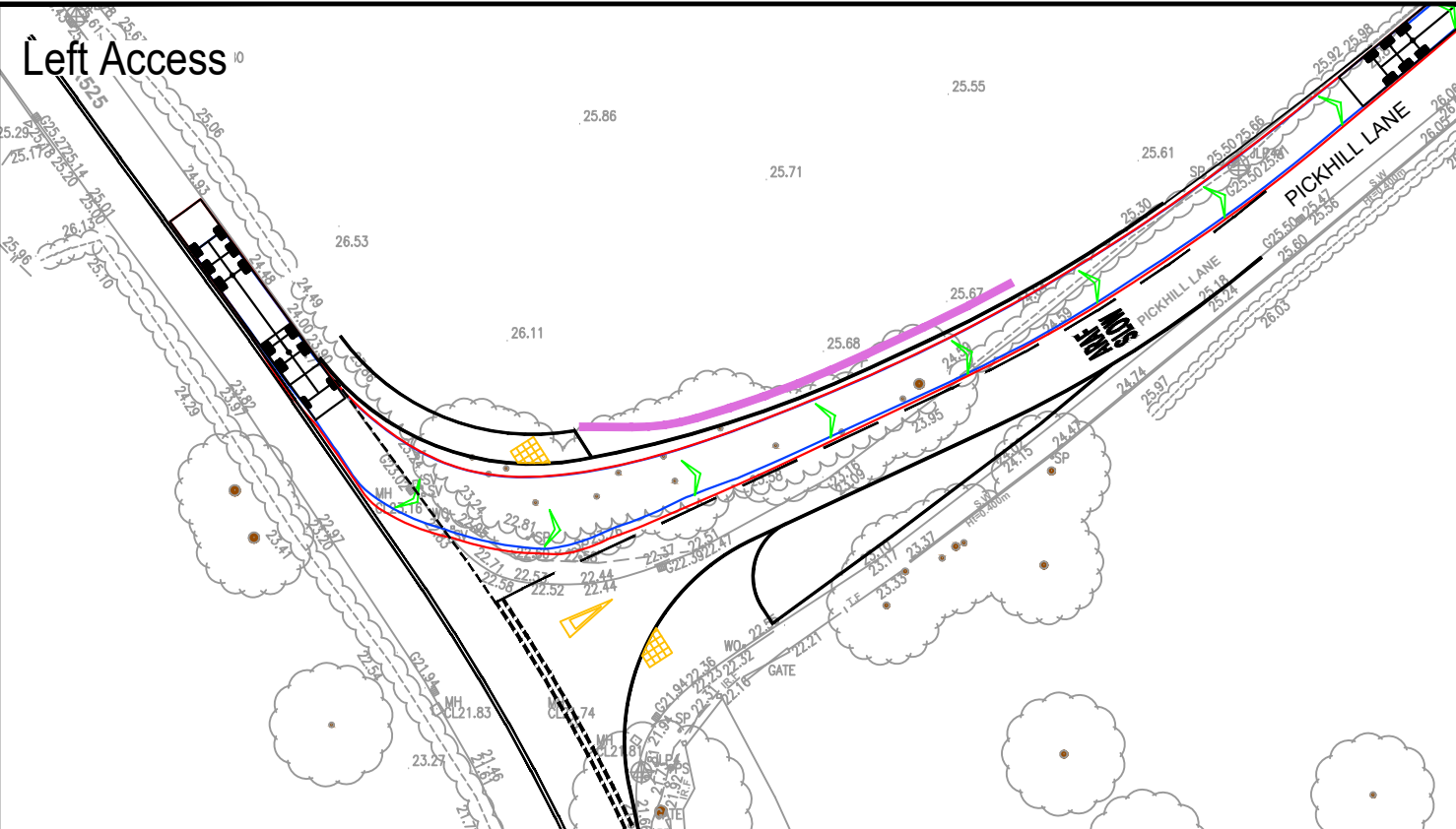
SCALES:
1:1,000 at A3

DRAWN:	PJ	CHECKED:	PW	DATE:	04.04.18
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4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008
e: manchester@vectos.co.uk

DRAWING NUMBER:	VN70805-D106	REVISION:	.
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	HGV tracking paths amended in line with proposed junction layout	CG	PW	05.05.23

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Pickhill Lane

Alternative Design Swept Path Analysis
16.5 Articulated Vehicle

DRAWN: JC

CHECKED: MR

DATE: 07.07.22

SCALES: 1:500 at A3

Maelor Foods

vectos.
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN222301 - TR100

REVISION: A

Appendix A

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Gwyn Humphries
Our Ref:	ET/DC/MM/P/2022/0820	Your Ref:	P/2022/0820
Date:	18 th April 2023		

**Maelor Foods Pickhill Lane Cross Lanes Wrexham
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**

Further to your email / consultation dated 30/09/2022 in respect of the above, I comment as follows:-

The proposal is to increase production at the existing Maelor Foods site at Pickhill Lane to 2 million birds per week (currently 1 million birds per week). No changes are proposed externally to the existing buildings, service yard or car park.

The significant increase in production will result in an increase in staffing numbers (125 additional staff) and an increase in HGV movements (additional 29 HGV movements an hour).

Site Access

No proposals have been put forward to amend the existing site access. Since there will be an increase in vehicular movements in and out of the site it is not unreasonable to request plans showing visibility splays for HGV's exiting the site and also staff / visitors exiting the site via the separate staff and visitor access point. It would also be beneficial to understand the arrival times of HGV's in order to ensure there are arrangements in place should more than one HGV arrive at the same time. Within the Transport Assessment (TA) provided there is reference to a Service Management Plan for the site. A copy of the Service Management Plan for viewing will be beneficial to understand how deliveries are coordinated to ensure any stationary vehicles on Pickhill Lane do not create a safety issue.

To improve access to the site on foot a designated footway for pedestrians should be provided. A detailed plan showing a designated footway is required.

Parking

No proposals have been put forward to amend the existing parking on site however, it is not known from the TA and planning application what the current parking arrangements are. Since the staff travel survey submitted demonstrates that 92% of the existing 253 staff use a car / motorbike to travel to the site and it is expected that 98 of the 125 new staff will also travel by car/ motorbike, full details of the car park arrangement are required. The applicant should provide car parking numbers and a plan illustrating the number of staff parking bays/ visitor parking spaces, the parking layout, drop off and pick up areas, and turning areas and should also detail what the arrangements are for staff shift changeovers. Detail regarding the number of accessibility parking bays, motorcycle spaces and cycle parking spaces is also required, as well as detail regarding cycle parking facilities, including secure lockers.

The applicant states that staff will continue to work varying shift patterns with staggered start and finish times however, it is not clear from the information provided what the shift patterns are. The Travel Plan states that shifts are 06:00 – 18:00 hours and 18:00 – 06:00 hours however, the staff

travel survey does not match these times. Clarification regarding staff shift patterns is required and assurance that there is enough space within the staff carpark for shift change overs is required.

Traffic Impact

The TA states that the existing production results in around 588 HGV movements on Pickhill Lane over 6 days, with on average 98 HGV's during the day (09:00 – 15:00, 7-hour day). This equates to 14 HGV's an hour, 1 every 4 minutes.

The increase in production will result in 1206 HGV movements over 6 days (this calculates as 618 more than existing), with on average 201 HGV movements during the day (7-hour day), which is 103 more than existing. Over a 7-hour day (09:00 – 15:00) this would be 29 HGV's an hour, 1 every 2 minutes. The TA states that during nighttime hours (22:00 – 06:00) HGV movements will be much lower compared to the daylight period, with an average of 4-6 movements an hour.

Based on a traffic survey that was carried out in May 2022 at the junction of Pickhill Lane and A525, AM and PM peaks have been identified as 08:00 – 09:00 and 16:30 – 17:30, respectively. Existing HGV movements and staff travelling are accounted for within the survey.

Data with regards to production provided by Maelor Foods indicates that staff travel times are generally outside of the network peak times, although shift patterns need to be clarified, and HGV movements are also outside of the network peak times therefore the data provided by the applicant indicates that an increase in HGV movements will have minimal impact on the busiest periods.

Growth factors that account for general network growth and traffic growth associated with the increase in production at the site have been applied to existing traffic flows, taken from the survey carried out in May 2022, to model the operational capacity of the junction of Pickhill Lane / A525 junction. The model indicates that junction currently operates with spare capacity with a maximum Ratio of Flow Capacity of 0.09 in the AM peak (A525 South) and 0.13 in the PM peak (Pickhill Lane) and limited queuing (below 1 PCU during both peak hours). The results of the modelling have been provided in the TA. It is requested the model is submitted to WCBC for review.

It is noted that with an increase in HGV movements associated with the increase in production at Maelor Foods that the total traffic flows per hour at the junction of Pickhill Lane / A525 are lower than that modelled for the AM and PM periods therefore, it is accepted that an increase in HGV movements will not impact the operational capacity of the junction.

It is accepted that although HGV flows generated by the Maelor Foods facility will be higher during the interpeak hours than the AM and PM peak network hours, this coincides with a reduction in background network flows.

A525 / Pickhill Lane Junction

Improvements to the A525 / Pickhill Lane junction have previously been made, associated with the development gaining permission to increase production numbers from 400,000 to 1 million birds per week, in 2019.

As part of this planning request, it is proposed to provide further improvements to the A525 / Pickhill Lane junction by realigning the Pickhill Lane approach to the A525 and increasing the kerb radii to 16 metres to improve HGV's turning left onto A525 from Pickhill Lane. A proposed layout plan has been provided; however, it is requested that a detailed design is provided for approval with dimensions of the proposed layout on the drawing.

The applicant states that the improvement to the junction will mean that large vehicles exiting Pickhill Lane, turning left and heading south along the A525 will no longer be required to cross the centreline of the carriageway. It is noted from reviewing the vehicle swept path drawings provided by the applicant that right turn movements in and out of Pickhill Lane are still tight and that HGV's cross the centerline and run over the verge on A525 to undertake the movement. A vehicle swept path of the existing layout should be provided for a comparison of the two arrangements.

There is a concern that the proposed layout alters the alignment of the Pickhill Lane for vehicles travelling south-west towards the junction. An independent stage 1 RSA of the detailed design of the proposed layout and vehicle swept paths is required for approval as part of the planning application.

To amend the alignment of the junction at A525 / Pickhill Lane the applicant is proposing to use existing grass verge. WCBC adoption records for this area indicates that this land is adopted highway however, I suggest that the applicant seeks further clarification regarding the status of the land to ensure that area shown on the adoption records is indeed council owned. Land registry may provide further clarity - [Search for land and property information - GOV.UK \(www.gov.uk\)](https://www.gov.uk/search-for-land-and-property-information)

It is noted that the proposals will include a retaining wall on the north-western extents of Pickhill Lane. A detailed plan associated with the retaining wall will also need to be provided and approved by WCBC structures team.

A Section 278 will be required to amend the existing junction once the layout once approved and a Stage 3 RSA is required once works on site are complete.

Accessibility to the site and Active Travel

With regards to Active Travel (AT), it is noted that there are currently no cycle measures in place along A525 or Pickhill Lane and that there is currently no street lighting. The applicant should contact WCBC Active Travel Officer, Daniel Morris (Daniel.morris@wrexham.gov.uk) to discuss future AT aspirations in the area and how Maelor Foods can improve facilities to the site for employees and visitors to make it safe and practical to travel via AT means.

As previously requested, the applicant should demonstrate that there are means for pedestrians to access the site on foot from the highway.

Travel Plan

A Travel Plan has been provided with the TA. The Travel Plan needs to be updated and resubmitted to WCBC for approval since there are some discrepancies with figures quoted throughout the document such as existing staff numbers.

The TA demonstrates that journeys to the site are predominately undertaken by single car journeys the Travel Plan should provide information in relation to how Maelor Foods aims to reduce single car travel to the site. For WCBC to be assured that there is a real commitment from Maelor Foods to delivering the plan the following is requested:

- Provide revised version up to date of Travel Plan to Wrexham for approval;
- Provide an indicative date for WCBC to review the annual update to the Travel Plan and Travel Plan targets moving forward;
- Provide evidence to demonstrate facilities will be put in place for those who wish to travel via Active Travel; and
- Better incentives should be provided for behavior change. It is felt measures to achieve objective 1 to reduce staff travelling by single occupancy vehicle is weak since the TA provided states that there is ample parking provision, and the site car park does not appear large enough that spaces closer to the building are a good enough incentive for car sharing.



Chief Officer, Environment & Technical

Appendix B

Maelor Foods Ltd

Pickhill Lane, Cross Lanes. LL13 0UE

Service Management Plan

Specification

This Service Management Plan outlines the ways in which Maelor Foods will coordinate and manage all deliveries to and from the site, including those which occur out of hours. It applies to vehicles and drivers which are the direct responsibility of Maelor Foods, but also their primary suppliers and service partners.

By actively influencing and monitoring all delivery vehicle movements, it will be possible to reduce round trip journey times, maximise fleet utilisation, reduce fuel consumption, increase road safety and improve the quality of life for residents and the local community.

It is important that the plan provides an outline structure whilst retaining flexibility to respond positively to changes in market demand or other circumstances outside of the control of Maelor Foods.

Aims and Objectives

The main aim of the Service Management Plan is to manage the movement of delivery vehicles to and from the site in order to maximise operational efficiency and be a good neighbour to residents and the local community.

Key objectives include:

- Minimise the noise associated with all delivery vehicle movements;
- Manage out of hours delivery movements so as to minimise potential impacts on residents and the local community;
- Appoint a key member of staff to be responsible for the management of the plan, monitoring and ongoing assessment;
- Maintain communications with WCBC, local residents on Pickhill Lane and other interests;
- Prepare a 'Driver Charter' built around the principles of a quiet delivery scheme; and
- Monitor site operations and establish a feedback structure for dealing with complaints (if any).

Site Operation

Maelor Foods currently operates daily with the majority of movements coordinated between the site and their parent company Salisbury Poultry in Bilston, Wolverhampton. Key routes between Maelor Foods and Salisbury Poultry are to and from the south along the A41 and M54, as shown in **Figure 1**.

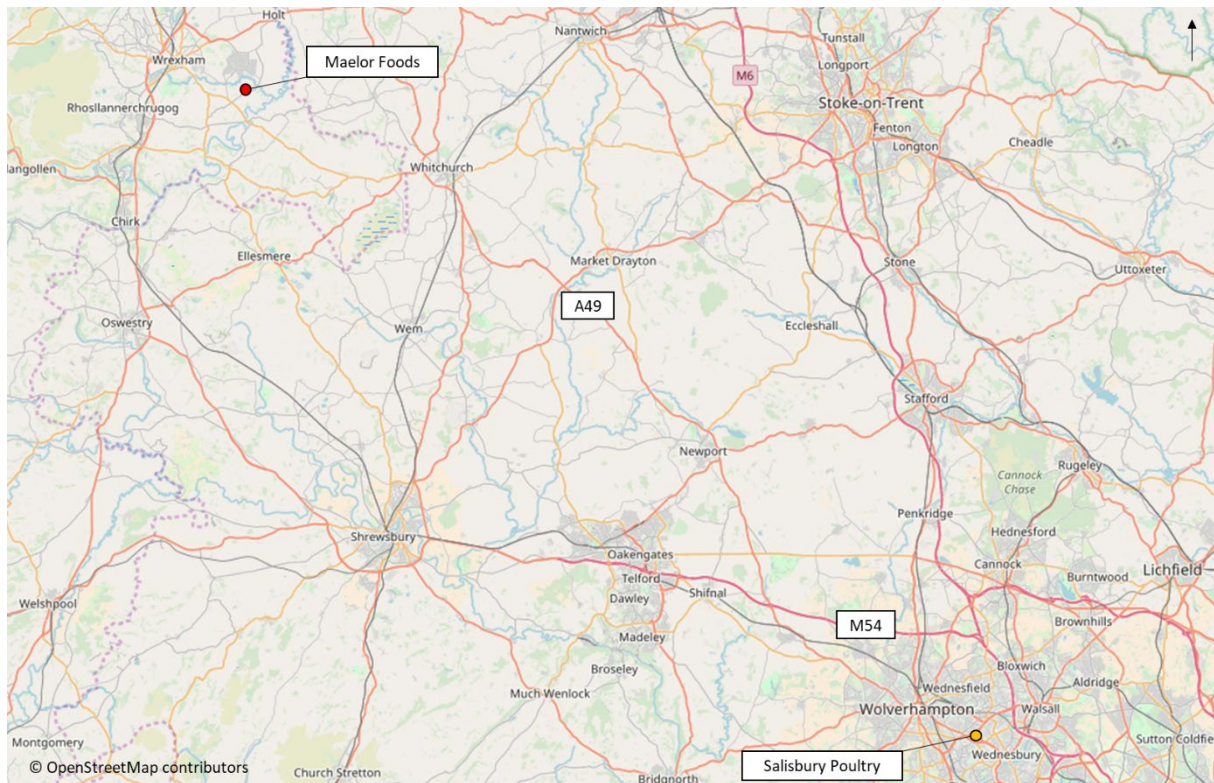


Figure 1: Maelor Foods and Salisbury Poultry Site Locations

There are also a number of other daily movements associated with deliveries from local farms, as well as other supplies required for day to day operations.

Vehicle movements are coordinated from the main site access on Pickhill Lane which is wide and avoids the need for vehicles to wait before entering the site. All vehicles are recorded at the security desk and then proceed to the main loading/unloading area to the east of the main building, away from Pickhill Lane. To further assist, a secondary weighbridge is provided within the site to avoid vehicles having to wait at the site access for longer than is necessary.

Vehicle movements currently occur throughout the day, with the majority coordinated during the inter-peak period (i.e. 0900-1500hrs) when traffic flows are generally lower on the network. There are some vehicle movements that occur out of hours (i.e. 2000-0600hrs).

Vehicle Fleet

Maelor Foods currently have 8 heavy goods vehicles and 8 trailers used for coordinating activity at the site. The majority of vehicles are modern and have Euro 6 emissions standards.

Service Management Plan Coordinator

The key contact responsible for the implementation of the plan is the Transport Manager who should be the first point of contact for all delivery-related enquiries.

Initiatives

A number of initiatives will be implemented at the Maelor Foods site to ensure that it can continue to operate efficiently and considerately. This includes:

- Coordination of deliveries with Salisbury Poultry and other key suppliers through the use of a vehicle booking system with managed arrivals and departures;
- New drivers at Maelor Foods to be sent on an 'eco-driving' course to positively influence driver behaviour;
- New staff at Maelor Foods involved in loading/unloading activity to be briefed and trained with techniques to minimise noise, in accordance with the code of practice;
- Arrange for noise monitoring equipment to be installed on site annually to record baseline noise;
- Consideration to be given to using newer and quieter delivery vehicles and equipment (where possible);
- Ensure all equipment, both on vehicle and at the delivery point, is in a good working order and maintained/modernised to minimise noise when in operation;
- Liaise with WCBC and residents to explain the plans to manage delivery vehicle movements throughout the day and out of hours;
- Liaise with clients, suppliers and other local businesses to minimise the likelihood of unscheduled vehicles arriving at the site; and
- Consideration to be given to the storage of vehicles off-site to minimise out of hours movements (if required).

Working Group

Consideration will be given to establishing a more formal working group comprising management from Maelor Foods, WCBC, residents on Pickhill Lane and Sesswick Community Council. The working group will be engaged so that changes to activity at the site can be communicated to key stakeholders whilst also providing a feedback mechanism to record views, opinions and complaints (if any). Annual updates will be provided.

Monitoring

The Service Management Plan will be monitored regularly to ensure drivers and staff are performing their duties in line with the Driver Charter. Updates will be provided as part of regular working group sessions (as discussed above).

More formal monitoring (i.e. noise emissions) can be coordinated annually by management at Maelor Foods, with an up to date delivery schedule maintained each week for vehicle movements into and out of the site. This will assist in making sure all drivers to and from the site operate in accordance with the code of practice.

Management Support

The management at Maelor Foods are fully supportive of the Service Management Plan for their own staff and vehicles, as well as partners and suppliers staff and vehicles.

Appendix C



A525 / PICKHILL LANE, PORTHWGAN, WREXHAM

Stage 1 Road Safety Audit
J190287

Vectos (North) Limited

30th May 2023



Grange Transport Consulting



A525 / Pickhill Lane, Porthwgan, Wrexham

Stage 1 Road Safety Audit

J190287

May 2023

Client: Vectos (North) Limited

Rev	Report Reference	Date	Issue Status	Prepared	Checked
v1.0	230530_J190287_Wrexham RSA1.docx	30.05.23	Final	IM	WL

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APPENDIX C PROBLEM LOCATION PLAN		



1. Introduction

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Friday 26 May 2023. The audit was undertaken on behalf of Vectos.

1.1.2 The audit has been carried out in response to an Audit Brief supplied by Paul Whitaker of Vectos (North) Limited and agreed with the audit team.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, HE CoC, MCIHT, MIHE
Audit Team Leader

Ian Medd MCIHT, FSoRSA
Audit Team Member

Jennie Lee
Observer

1.1.4 A site visit was undertaken by the Audit Team on Tuesday 23 May 2023, between the hours of 14:30 and 15:30. The weather was sunny and the road surface was dry. Traffic was moderate and the level of pedestrians passing the site was minimal. No cyclists were observed during the visit.

1.2 Site Location

1.2.1 The site under consideration is the junction of the A525 and Pickhill Lane, to the south of Wrexham. The junction is situated in a rural setting, with the settlements Bangor-on-Dee and Cross Lanes approximately 1.2km and 0.7km to the south and north respectively.

1.2.2 Pickhill Lane provides access towards the Maelor Foods building to the north, before continuing in a westerly direction to connect to the B5130.



1.3 Highway description

- 1.3.1 The A525 is a single lane carriageway road subject to a 40mph speed limit in the vicinity of the site. Approximately 150 metres south of the site the national speed limit applies, whilst a 30mph speed limit applies around 580 metres to the north, along the A525.
- 1.3.2 A footway is located on the north-eastern side of the A525 and routes to Bangor-on-Dee and Cross Lanes. No street lighting is provided in the vicinity of the site. Solid double white line road markings, along with ARAF/SLOW markings are present along the A525.
- 1.3.3 The A525 routes generally in a north-westerly direction. In the vicinity of the site it has a meandering route. The horizontal alignment in the vicinity of the site comprises of a gentle 'S' bend (right/left in the northbound direction). The vertical alignment has an incline in the northbound direction.
- 1.3.4 Pickhill Lane is a single lane carriageway subject to the national speed limit. A footway is present along the south-eastern side of the road. No street lighting is provided along Pickhill Lane. The horizontal alignment is generally straight. In the vicinity of the site the vertical alignment has various inclines in the eastern direction.
- 1.3.5 Collision history data has been provided to the audit team, which indicates that no collisions were recorded along the A525 nor Pickhill Lane in the past 5-year period between 2016 and 2021.

1.4 Scheme proposals

- 1.4.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the junction widening scheme, including approach realignment and localised widening of the carriageway, amendments to: kerbing; road markings; vehicle crossover; pedestrian crossing facility, and new retaining structures in connection with the commercial development.



1.5 Departures from Standards

- 1.5.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

1.6 Road Safety Audit

- 1.6.1 The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.
- 1.6.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by Vectos (North) Limited, and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to design standards without touching on technical audit.
- 1.6.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team are reviewed. A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B**.
- 1.6.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit. These plans are shown at **Appendix C**.
- 1.6.5 The recommendations offered within this report should not be regarded as prescriptive. Whilst recommendations have been made with this report, there may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

2. Problems identified from this audit

2.1 The A525

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	North of Pickhill Lane junction
Summary	Visibility obstructed by vegetation
 An embankment/steep verge is present to the north of the junction. The visibility splay of the junction will be obstructed by vegetation. This may result in vehicle collisions between vehicles exiting the junction and passing vehicles.	
Recommendation	Cut back and maintain vegetation to ensure it does not encroach into the visibility splay.

Problem 2

Location	Approaches to junction
Summary	Alignment and gradients



There are sharp bends on a gradient on the approaches to the junction. This may cause momentary loss of sight of the junction (in both directions), where a slow turning HGV maybe waiting to turn into or just exiting onto the A525. This may result in collisions between vehicles.

Recommendation	Provide increased grip surfacing on approach to the junction.
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Problem 3

Location	Middle of junction
Summary	Existing gully in middle of new junction



A gully exists immediately north of the junction. This will be positioned within the amended junction and in the area where two-wheeled vehicles will turn. This may cause wheels to be trapped in the gully grates, which may result in riders falling in the road.

Recommendation	Relocate gully adjacent to kerbs.
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2.2 Pickhill Lane

2.2.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 4	
Location	Approach to junction
Summary	Vehicle stability due to combination of bend and downhill slope
	
The widened junction arrangement requires that the Pickhill Lane approach 'sweeps' to the right, where the carriageway also has a fall towards the give-way line. Vehicles approaching at speed may lose control due to the combination of horizontal and vertical alignments. This may result in vehicles overturning or collisions.	
Recommendation	Provide increased grip surfacing on the approach to the junction.

Problem 5

Location Approach to junction

Summary Various downhill gradients approaching the junction



The vertical alignment of Pickhill Lane on approach to the junction includes several downhill gradients – each steeper than the previous. Vehicles approaching at speed may lose control due to the increasing gradients, and in combination with the right-hand sweep/bend. This may lead to overshooting of the junction, which may result in vehicle collisions.

Recommendation Provide consistent gradient on approach to the junction.

Problem 6	
Location	East of junction
Summary	Change of alignment near crest of hill
 The alignment of Pickhill Lane will sweep to the right on approach to the amended junction. The change of alignment commences in the vicinity of a crest in the carriageway. This may cause drivers not to appreciate the bend and may result in collisions with the kerb, especially in dark conditions.	
Recommendation	Provide conspicuous feature on northern side to highlight the new kerb alignment.

Problem 7	
Location	Pedestrian crossing
Summary	Excessive crossing distance
A combination of larger radii are proposed at the widened junction. The uncontrolled pedestrian crossing has a distance of c.13 metres. There is a crest in the carriageway prior to the pedestrian crossing. This may cause pedestrians to rush over the crossing and may result in falling in the carriageway.	
Recommendation	Reduce the size of the junction based on necessary swept path analysis for largest expected vehicles.

Problem 8	
Location	East of junction
Summary	SLOW markings obscured
ARAF/SLOW road markings are to replace the existing road markings, c.45 metres in advance of the give-way line. These are in the vicinity of the crest in the carriageway and may not be seen by drivers. This may result in vehicles overshooting the junction.	
Recommendation	Ensure ARAF/SLOW road markings are visible and at appropriate distance in advance of the give-way line. Also see Problem 5.

Problem 9

Location	Pedestrian crossing
Summary	Pedestrian intervisibility obstructed by retaining structure



The widened junction requires the embankment to the north to be cut back and retained. The retaining structure is close to the carriageway and obstructs the intervisibility at the northern side of the pedestrian crossing. This may result in vehicle collisions with pedestrians.

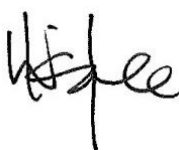
Recommendation	Ensure appropriate intervisibility is provided.
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3. Audit Team Statement

- 3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed: 

Name: Wing Lee

Date: 30.05.23

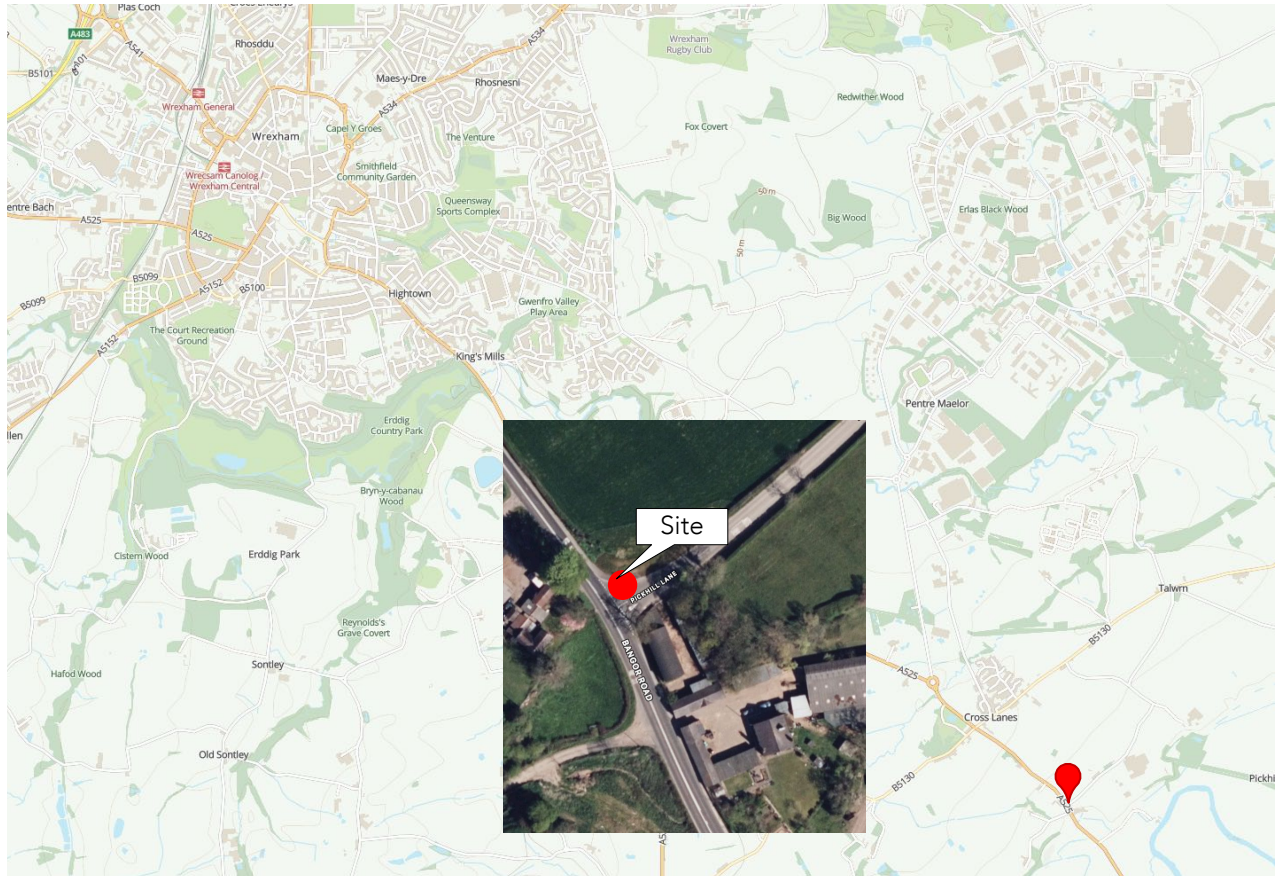
Road Safety Audit Team Member

Signed: 

Name: Ian Medd

Date: 30.05.23

Appendix A Site Location Plan

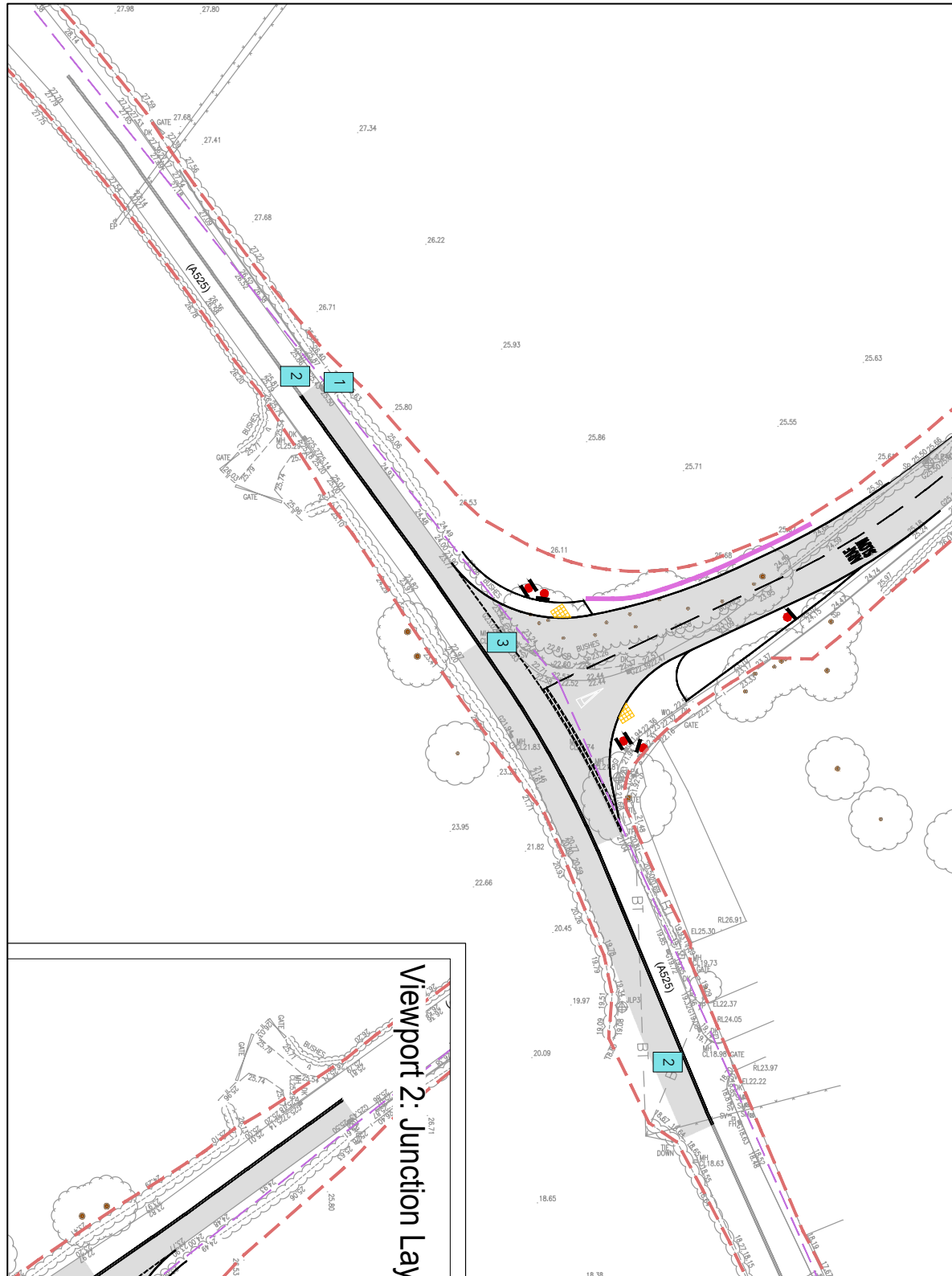


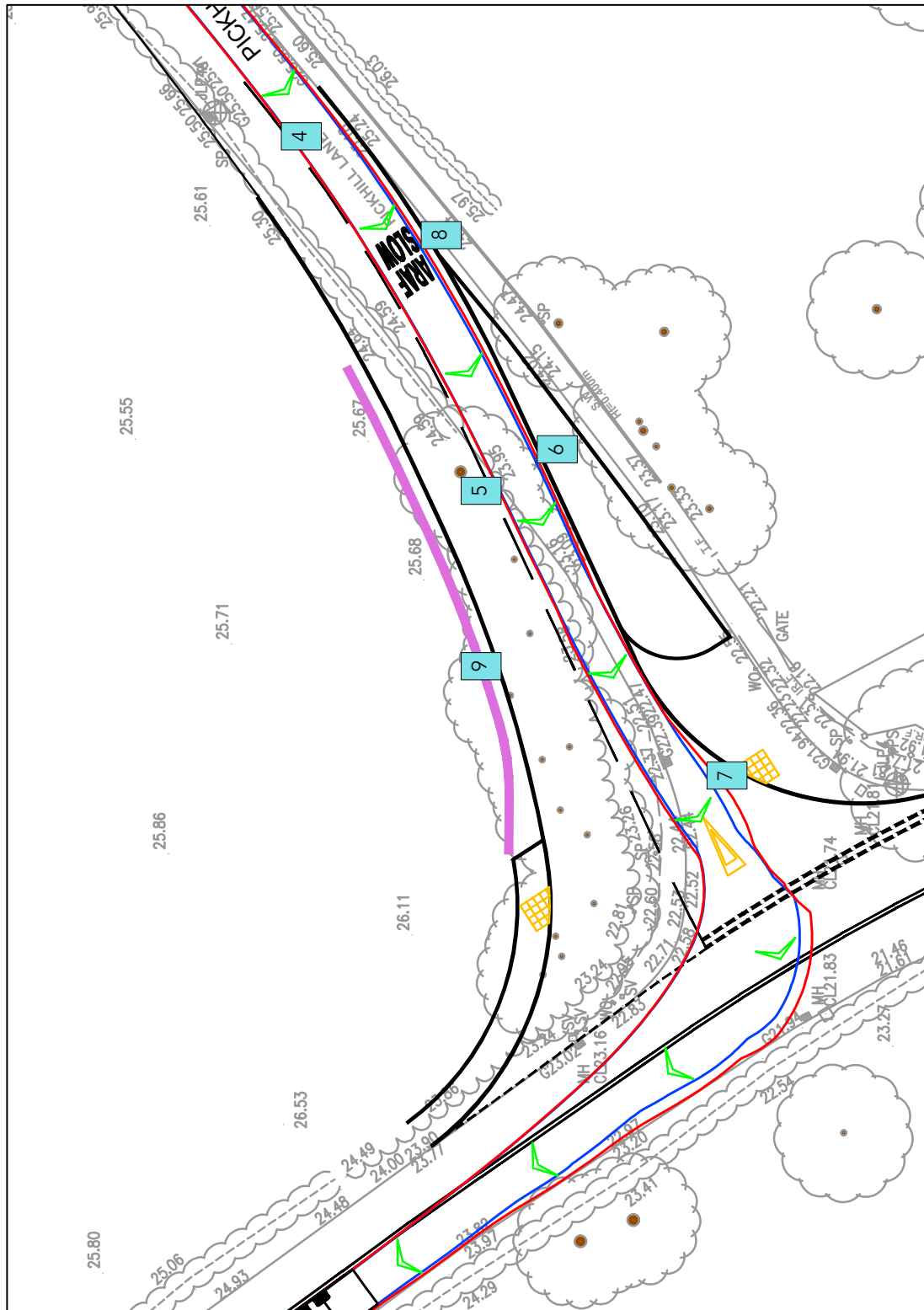


Appendix B Documents provided for Audit

- Site location plan
- VN222301-D102 - A525 / Pickhill Lane General Arrangement
- VN222301-TR100A – Alternative Design Swept Path Analysis, 16.5 Articulated Vehicle
- PRowS / desire lines
- Traffic speeds
- Collision data
- Traffic Flows
- Traffic Forecasts
- Capacity Assessment
- Transport Assessment (07/09/22)
- Previous RSA1/2 (October 2019)
- VN222301 Road Safety Audit Brief – A525 Pickhill Lane Junction (19/05/23)

Appendix C Problem Location Plan





Road Safety Audit Designer's Response Report

1 Project Summary

Report Title	A525 / Pickhill Lane Junction Improvements, Wrexham
Date	31 st May 2023
Document Reference and Revision:	VN222301_Road Safety Audit_A525 Pickhill Lane Junction_Designer's Response_01a
Prepared by:	Paul Whitaker
On behalf of:	Vectos (North) Ltd
AUTHORISATION SHEET	
Project:	Maelor Foods Further Development
Report Title	Road Safety Audit Designer's Response Report
PREPARED BY	
Name:	Paul Whitaker
Signed:	
Organisation:	Vectos (North) Ltd
Date:	31 st May 2023

2 Introduction

GENERAL DETAILS:				
Highway scheme name and road number:		A525 / Pickhill Lane, Wrexham		
Date:	31 st May 2023			
Type of scheme:	Junction widening, including approach realignment and localised widening of the carriageway, amendments to: kerbing; road markings; vehicle crossover; pedestrian crossing facility, and new retaining structures in connection with the commercial development.			
RSA Stage:	☒ Stage 1	☐ Stage 2	☐ Stage 3	☐ Stage 4
	Interim			
Road Safety Audit Reference:		A525 / Pickhill Lane, Porthwgan, Wrexham (J190287)		
Designer's Response prepared by:		Paul Whitaker		
Design organisation details:		Vectos (North) Ltd		

3 Key Personnel

Overseeing Organisation:	Wrexham Council
RSA Team:	Grange Transport Consulting (GTC)
Design Organisation:	Vectos (North) Ltd

4 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Problem 1: Visibility obstructed by vegetation	Cut back and maintain vegetation to ensure it does not encroach into the visibility splay.	Accepted. All vegetation that falls within the visibility splay will be cut back / cleared and maintained as required, to maximise visibility for approaching vehicles.		
Problem 2: Alignment and gradients (A525)	Provide increased grip surfacing on approach to the junction.	Accepted. The curves and gradients on the A525 are existing conditions and there have been no recorded accidents in the most recent 5-year period. However, as per the recommendation, increased grip surfacing will be provided on approach to the junction with further consideration to be given to the extents of such surfacing during detailed design.		
Problem 3: Existing gully in middle of new junction (A525)	Relocate gully adjacent to kerbs.	Accepted. Further review of drainage and gullies to be undertaken as part of detailed design, with relocations as required.		

Problem 4: Vehicle stability due to combination of bend and downhill slope (Pickhill Lane)	Provide increased grip surfacing on the approach to the junction.	Accepted. The curves and gradients on Pickhill Lane are existing conditions that have previously accommodated regular HGV movements, with slow approach speeds, and no recorded accidents. However, as per the recommendation, increased grip surfacing will be provided on approach to the junction on Pickhill Lane, with further consideration to be given during detailed design.		
Problem 5: Various downhill gradients approaching the junction (Pickhill Lane)	Provide consistent gradient on approach to the junction.	Accepted. The gradients on Pickhill Lane are existing conditions that have previously accommodated regular HGV movements, with slow approach speeds, and no recorded accidents. However, as part of the detailed design consideration can be given to providing a more consistent gradient where possible, subject to existing levels constraints associated with adjacent access points and the A525 carriageway. Supplementary warning signage on approach is already provided.		

Problem 6: Change of alignment near crest of hill (Pickhill Lane)	Provide conspicuous feature on northern side to highlight the new kerb alignment.	Accepted. For information, the centre line radius of the curve on approach to the junction is 100m which is in excess of the minimum recommended curve radius of 64m for a 60kph/37.5mph design speed referenced in MfS2, which is to be read in conjunction with TAN18. Combined with the review of gradients and surfacing (as noted in Problem 6 and 7), a conspicuous feature can be provided to highlight the new kerb alignment. A further review will be undertaken during detailed design.		
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Problem 7: Excessive crossing distance	Reduce the size of the junction based on necessary swept path analysis for largest expected vehicles.	Pedestrian movements at the junction are very low which minimises the potential for this type of conflict. The existing crossing width is approximately 11m. The proposed layout would increase the crossing width to approximately 13m resulting in an increased crossing time of 1-2 seconds. Swept path analysis has been undertaken of the proposed junction and the size of the junction has already been minimised based on the necessary swept path of the largest expected vehicles. As part of the detailed design process, further consideration can be given to the size of the junction.		
Problem 8: SLOW marking obscured (Pickhill Lane)	Ensure ARAF/SLOW road markings are visible and at appropriate distance in advance of the give-way line.	Accepted. Further review of the positioning of the ARAF/SLOW road markings will be undertaken as part of detailed design.		

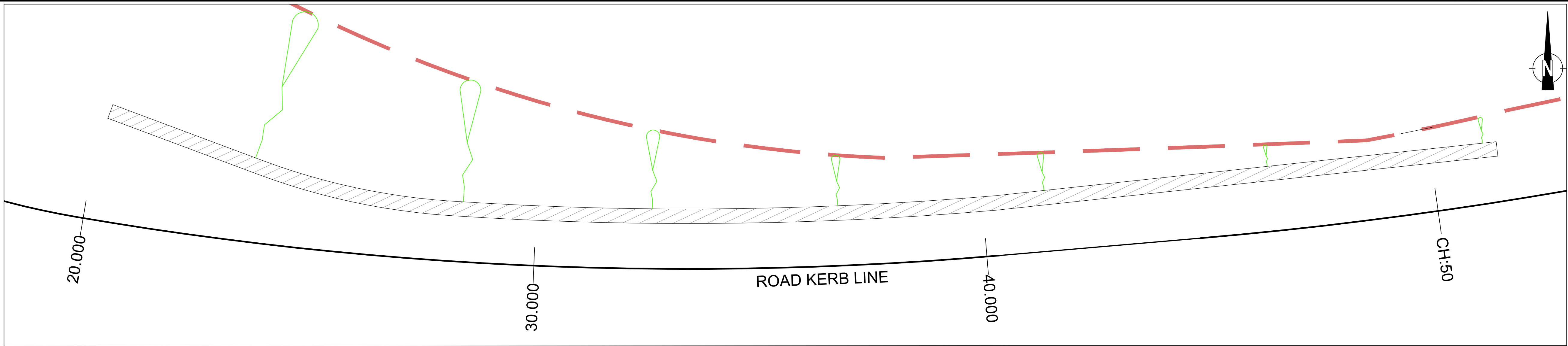
Problem 9: Pedestrian intervisibility obstructed by retaining structure	Ensure appropriate intervisibility is provided.	Accepted. Appropriate intervisibility will be provided. Pedestrian flows are low and vehicle flows on Pickhill Lane are low throughout the day, which minimises the potential for this conflict. Speeds on approach to the junction are controlled and are significantly below the signed speed limit. Sight lines of 33m would be appropriate for speeds of 25mph, which is not unreasonable on approach to the junction. Sightlines of 33m to the path of an oncoming vehicle would not be required to look across the retaining wall from the crossing position, and therefore would not be restricted. A further review of the proposed retaining structure and the intervisibility for the proposed pedestrian crossing will be undertaken as part of detailed design.		
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5 Design Organisation and Overseeing Organisation Statements

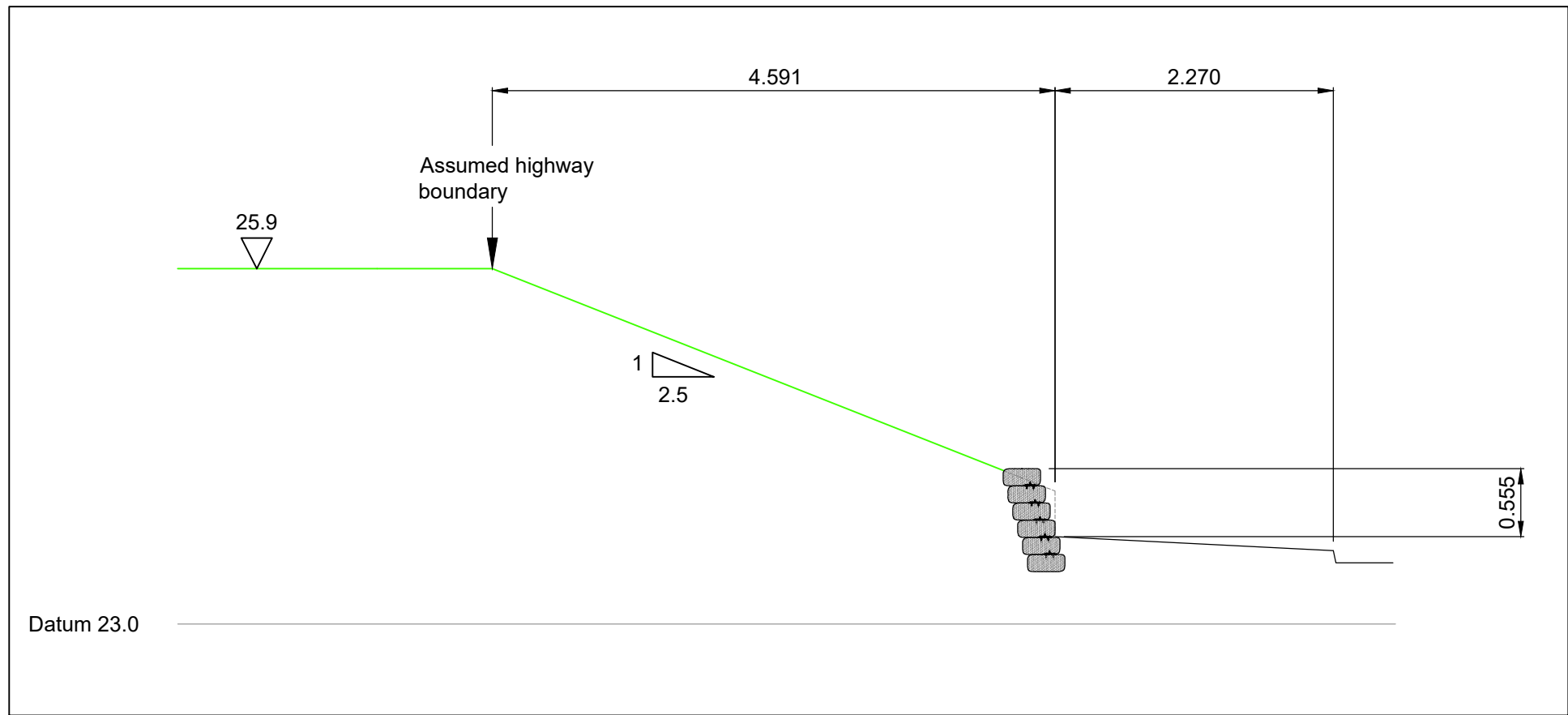
On behalf of the Design Organisation I certify that: The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Paul Whitaker
Signed	
Position	Associate Director
Organisation	Vectos (North) Ltd
Date	31 st May 2023

On behalf of the Overseeing Organisation I certify that: The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation; and The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

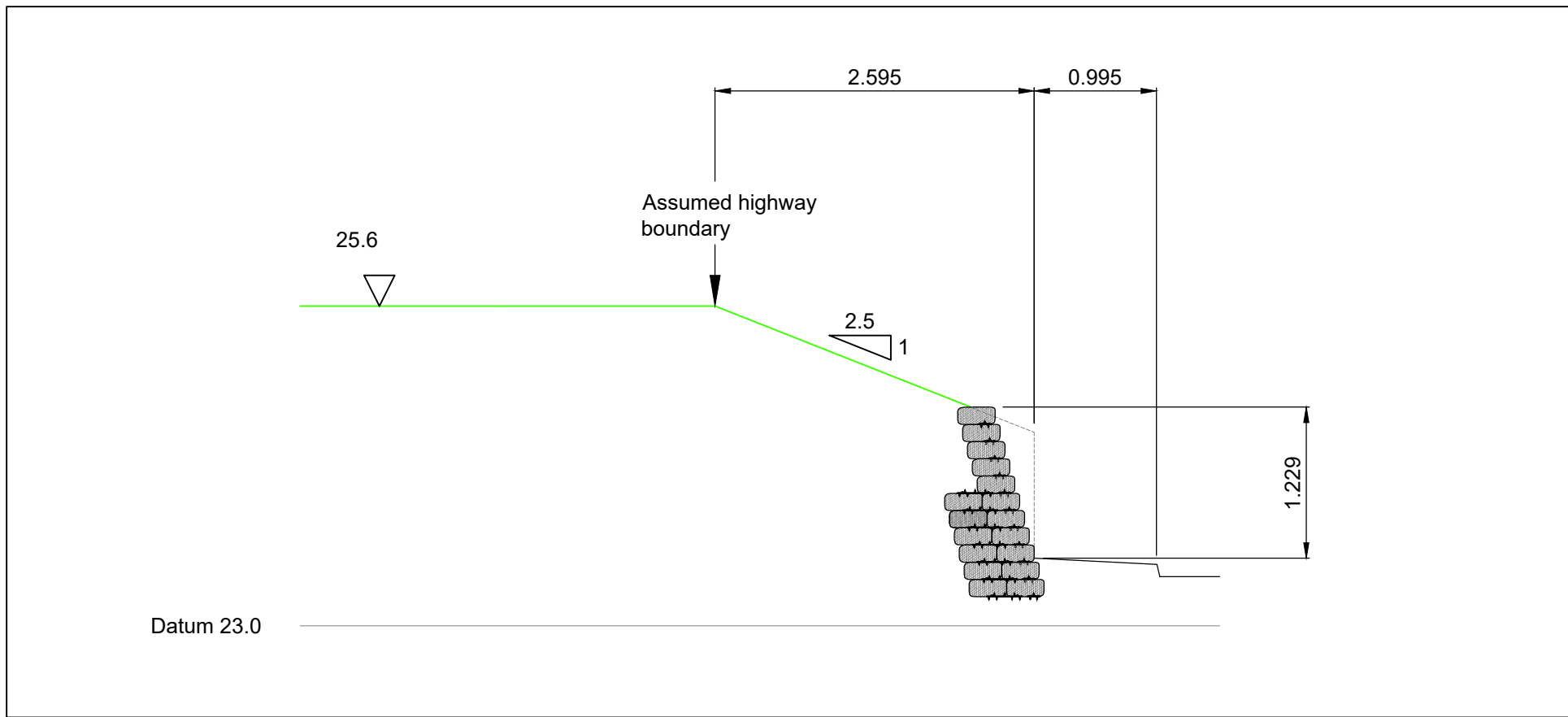
Appendix D



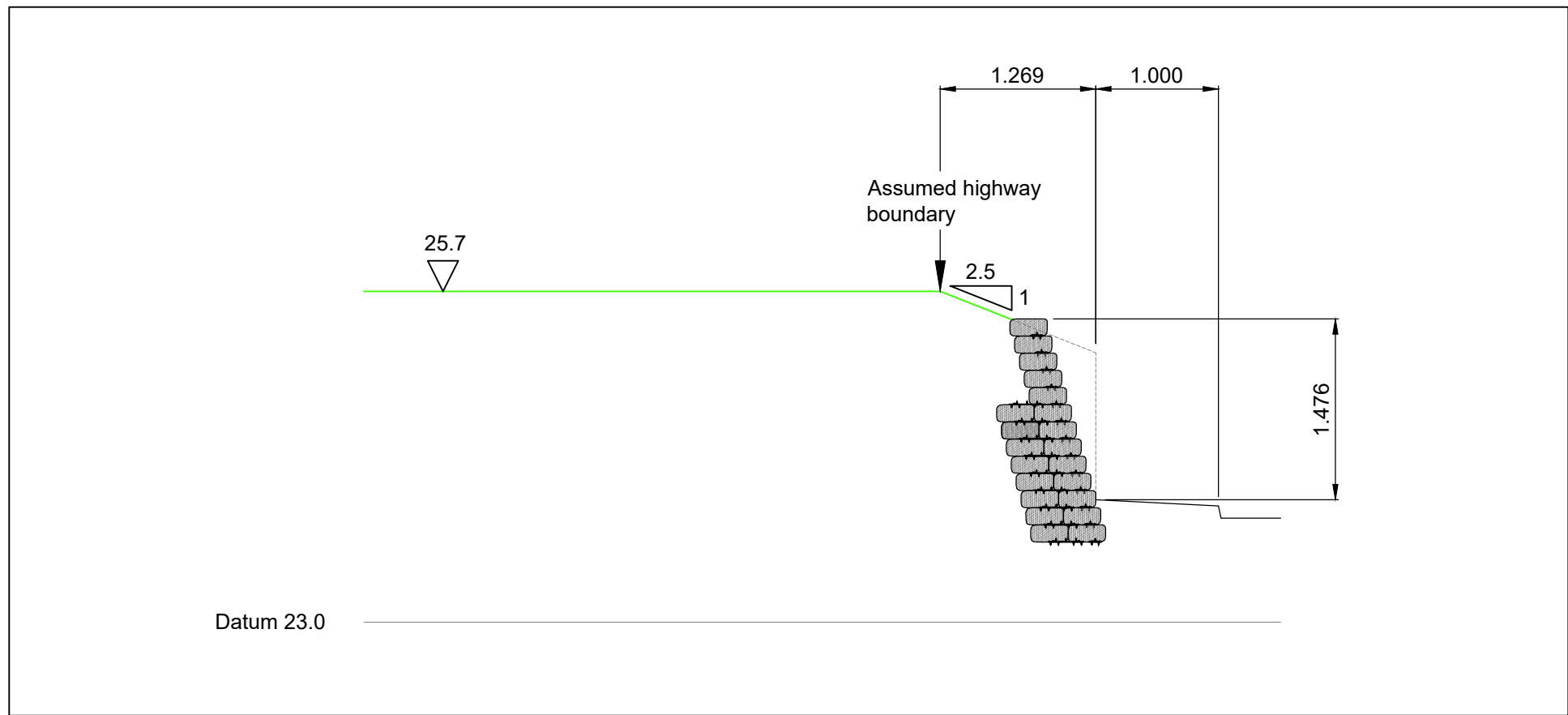
Retaining Wall Plan
Scale 1:50



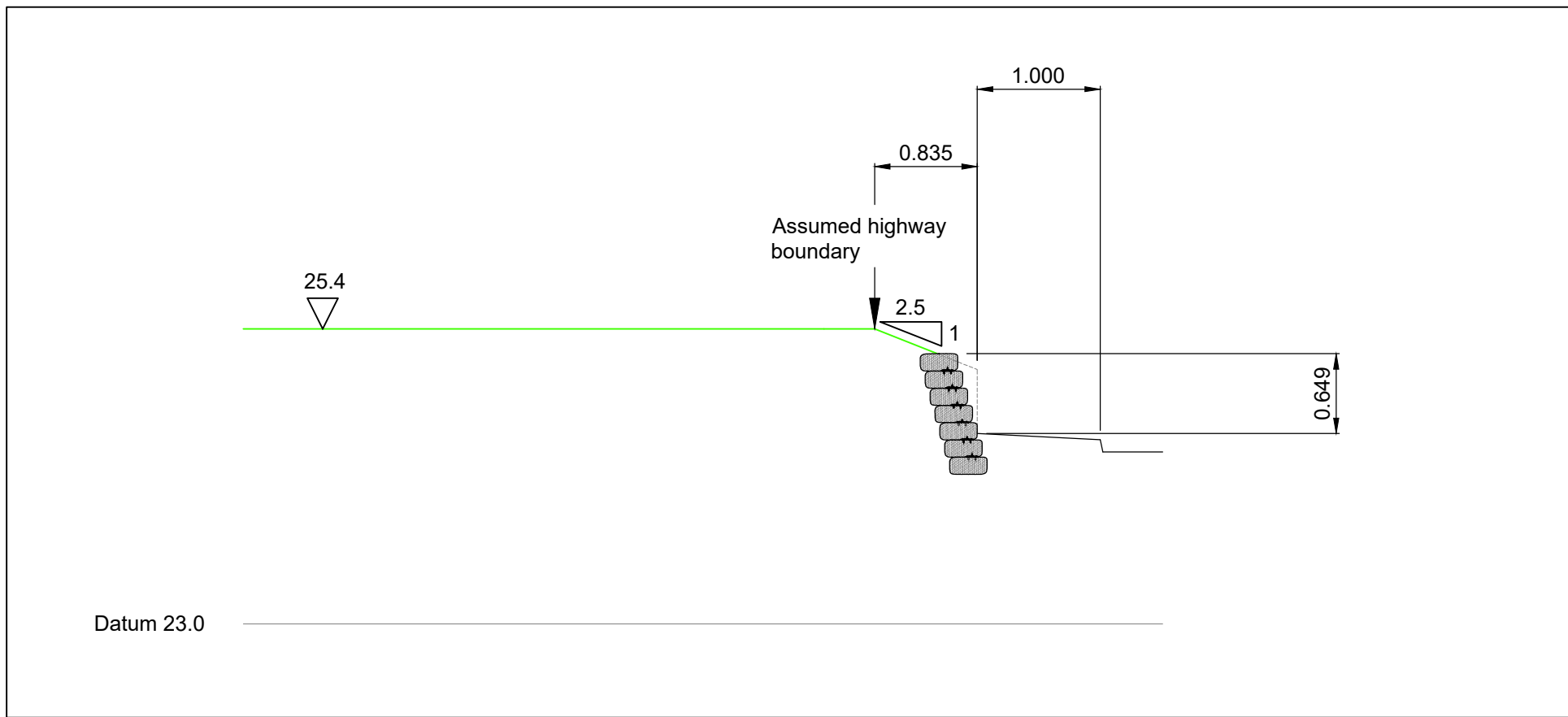
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Scale 1:50



Chainage 30
Scale 1:50



Chainage 40
Scale 1:50



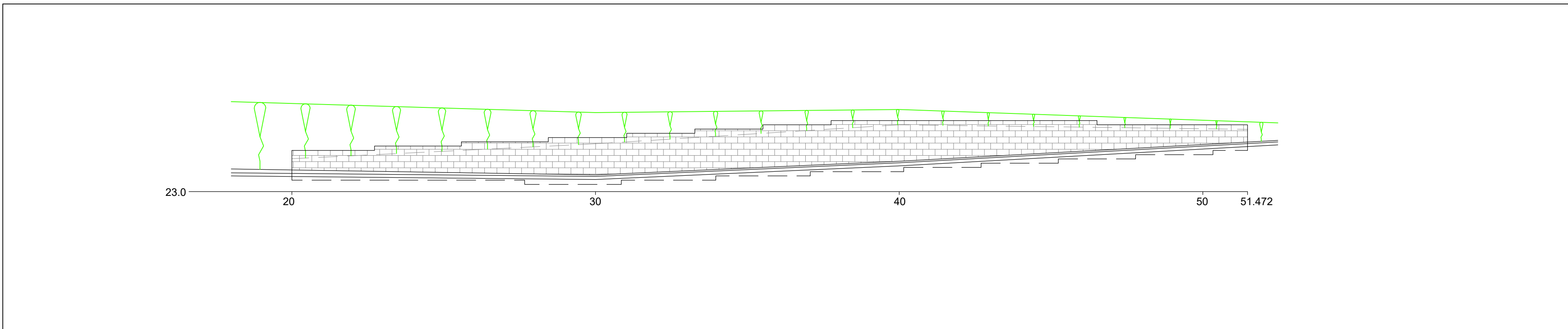
Chainage 50
Scale 1:50



Typical vegetated wall prior to
vegetation development



Typical vegetated wall after
vegetation development



Elevation
Scale 1:100

- NOTES:
- DO NOT SCALE FROM DRAWING
 - THE HIGHWAY AUTHORITY IS WREXHAM COUNTY BOROUGH COUNCIL.
 - THE PROPOSED HIGHWAY WORKS RELATING TO THE NEW DEVELOPMENT ARE SUBJECT TO THE FOLLOWING SPEED LIMITS: PICKHILL LANE - 30mph
A525 - 40mph
 - ALL INFRASTRUCTURE WORKS SHALL BE IN ACCORDANCE WITH VECTOS SERIES VD19095 DRAWINGS AND WREXHAM'S REQUIREMENTS, SPECIFICATION, AND STANDARD DETAILS
 - ALL VECTOS DESIGN DRAWINGS (VD19095 SERIES) ARE SUBJECT TO LOCAL HIGHWAYS AUTHORITY APPROVAL.
 - THE HIGHWAY WORKS SHALL BE INSPECTED/SUPERVISED BY ON-SITE ENGINEER. PRIOR TO COMMENCING WORK THE CONTRACTOR SHALL PROVIDE A DETAILED CONSTRUCTION PROGRAMME.
 - THIS DRAWING IS TO BE PRINTED IN COLOUR.
 - ALL DIMENSIONS SHOWN ARE IN METRES UNLESS NOTED OTHERWISE
 - THE CONTRACTOR SHALL ALLOW FOR TRAFFIC MANAGEMENT AND TEMPORARY WORKS REQUIRED AS PART OF THE CONSTRUCTION WORKS.
- KEY:
- ASSUMED HIGHWAY BOUNDARY - TAKEN FROM WREXHAM COUNTY BOROUGH COUNCIL'S WEBSITE

RETAINING WALL SOLUTION:

THE SHOWN SYSTEM IS A BBA APPROVED FLEX MSE SYSTEM. THE SYSTEM USES SOIL FILLED WOVEN BAGS WHICH AFTER HYDRO-SEEDING DEVELOPS A GREEN FACE WHICH WILL OVERTIME BLEND IN WITH THE CURRENT SURROUNDINGS.

OTHER CONCRETE FORM MODULAR BLOCK SYSTEMS COULD BE USED BUT ARE CONSIDERED LESS APPROPRIATE FOR A COUNTRY ENVIRONMENT.

Rev	Details	Drawn	Checked	Auth	Date
1					

Drawing Status	WORK IN PROGRESS	Suitability	S0
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vectos. | PART OF **SLR**

4th Floor Oxford Place
61 Oxford Street
Manchester
M1 6EQ
t: 0161 228 1008
e: manchester@vectos.co.uk

LRQA
CERTIFIED
ISO 9001

Client	MAELOR FOODS
--------	--------------

Project Title	PICKHILL LANE
---------------	---------------

Drawing Title	ALTERNATIVE DESIGN RETAINING WALL
---------------	--------------------------------------

Scale	As Shown	Designed	AC	Drawn	AC	Checked	PW	Authorised	PW
Original Size	A1	Date	31.05.2023	Date	31.05.2023	Date	31.05.2023	Date	31.05.2023
Drawing Number								Project Ref. No.	
PIN/Proj. Ref. No Originator Volume Location Type Role Number								VD23897	
VD23897 - VEC - SRW - XXXX - SK - CB - 001								Revision	
								P01	

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE CONTRACTORS ATTENTION IS DRAWN TO THE FOLLOWING HEALTH & SAFETY RISKS ASSOCIATED WITH THE FOLLOWING HAZARDS

OPERATION
1. WORKING ADJACENT TO LIVE CARRIAGEWAY (RISK OF CONFLICT WITH VEHICLES).
2. WORKING IN CLOSE PROXIMITY TO LIVE SERVICES.
3. WORKING AT HEIGHTS.
4. EXCAVATION WITHIN POSSIBLE CONTAMINATED GROUND.
5. WORKING IN CLOSE PROXIMITY OF DEEP EXCAVATIONS.
6. WORKING IN CLOSE PROXIMITY WITH HISTORICAL STRUCTURES

MAINTENANCE/CLEANING
1. WORKING ADJACENT TO LIVE CARRIAGEWAY (RISK OF CONFLICT WITH VEHICLES).
2. WORKING IN CLOSE PROXIMITY TO LIVE SERVICES.
3. WORKING AT HEIGHTS.

DECOMMISSIONING/DEMOLITION
1. WORKING ADJACENT TO LIVE CARRIAGEWAY (RISK OF CONFLICT WITH VEHICLES).
2. WORKING IN CLOSE PROXIMITY TO LIVE SERVICES.
3. WORKING AT HEIGHTS.
4. WORKING IN CLOSE PROXIMITY OF DEEP EXCAVATIONS.
6. WORKING IN CLOSE PROXIMITY WITH HISTORICAL STRUCTURES