

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