

## MAELOR FOODS, PICKHILL LANE

### REMOVAL OF CONDITION – ADDITIONAL INFORMATION

#### 1 BACKGROUND

- 1.1 An application (Ref: P/2017/1032) seeking to remove a condition associated with a previous planning permission, which restricts the number of birds that can be processed each week to 400,000, was submitted to Wrexham County Borough Council (WCBC) in December 2017.
- 1.2 A Transport Report was submitted with the application providing a comparison of the potential change in heavy goods vehicle (HGV) activity associated with removing the condition, thereby providing the ability to process more birds each week.
- 1.3 WCBC have requested additional information to enable a further comparison to be made which will assist in making an informed decision as to the potential impact on residential amenity. This note provides the additional information requested by WCBC.

#### 2 SUBMISSION INFORMATION

- 2.1 The Transport Report prepared to accompany the removal of condition application (Ref: P/2017/1032) included a comparison of the 400,000 birds and potential 1,000,000 birds per week operations. This utilised the same methodology previously adopted for the original poultry processing facility and focussed on the hourly trip movements associated with the permitted operation and potential future operation. The data is extracted below for completeness.

| No. of Birds (per week)                | No. of HGV Trip Movements (per hour)* |            |       |
|----------------------------------------|---------------------------------------|------------|-------|
|                                        | Arrivals                              | Departures | Total |
| Permitted Operation (400,000)          | 2                                     | 2          | 4     |
| Potential Future Operation (1,000,000) | 6                                     | 6          | 12    |

Source: Table 3.1 (p10) in Vectos Transport Report (December 2017)

#### Permitted and Potential Future Heavy Goods Vehicle Movements

- 2.2 To further inform the assessment, consideration was also given to quantifying the change in the number of HGV movements (8 additional vehicles per hour compared to the permitted operation) on Pickhill Lane and the A525 associated with the removal of condition. This highlighted a potential increase in hourly flows of 16% on Pickhill Lane and 3% on the A525 which could be coordinated during the inter-peak period (0900-1600hrs) when traffic flows on the network are at their lowest, thereby minimising the potential impact on occupiers of adjacent properties on Pickhill Lane.

### 3 ADDITIONAL INFORMATION

- 3.1 The original application (Ref: P/2014/0781) for the poultry processing facility included information on the anticipated number of HGV movements. The original application noted a total of 144 HGV movements per week between Monday and Friday, equivalent to approximately 29 HGV movements per average weekday. To understand the movements to and from the site, this was broken down as presented below.

| Delivery Type                | Weekday Arrivals | Weekday Departures |
|------------------------------|------------------|--------------------|
| Delivery of Produce to Site  | 7                | 7                  |
| Collection of Final Products | 7                | 7                  |

Source: Table 4.2 (p15) in Mayer Brown Transport Statement (October 2014)

#### Predicted Average Weekday HGV Movements

- 3.2 As previously noted, the same methodology has been applied to the potential 1,000,000 birds per week that may arise as a result of the removal of condition application. This highlights that there may be a total of 360 HGV movements per week between Monday and Friday, equivalent to approximately 72 HGV movements per average weekday. This, again, can be broken down as per the original Transport Statement as shown below.

| Delivery Type                | Weekday Arrivals | Weekday Departures |
|------------------------------|------------------|--------------------|
| Delivery of Produce to Site  | 18               | 18                 |
| Collection of Final Products | 18               | 18                 |

#### Predicted Average Weekday HGV Movements

### 4 MITIGATION

- 4.1 The original Transport Report noted that the additional movements will continue to be subject to a management system which can positively influence when vehicle movements occur, thereby limiting the potential impact on residential amenity. This includes a delivery booking system, coordination of deliveries outside of peak hours, no overnight deliveries and a closer working relationship with suppliers to improve the efficiency of movement between the site and surrounding farms.