



**MAELOR POULTRY LIMITED
PROPOSED POULTRY PROCESSING
PLANT
WREXHAM**

TRANSPORT STATEMENT

OCTOBER 2014



the journey is the reward

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Maelor Poultry Limited
Proposed Poultry Processing Plant
Wrexham
Transport Statement

List of Contents

Sections

1	Introduction	1
2	Existing Site Context	3
3	Development Proposals	11
4	Trip Impact	14
5	Framework Travel Plan	17
6	Summary and Conclusions	20

Figures

Figure 2.1: Site Location.....	3
Figure 2.2: Observed Traffic Flows (June 2011).....	7

Tables

Table 2.1: Previous Site Trips	5
Table 2.2: Consented Development Operational Site Trips	5
Table 2.3: A525 Speed Survey Summary.....	7
Table 2.4: Traffic Accident Data Summary	8
Table 2.5: Local Bus Services	10
Table 4.1: Indicative Staff Travel Patterns (Average Day)	14

Appendices

APPENDIX A: Existing Site Layout	
APPENDIX B: Accident Data Plot	
APPENDIX C: Proposed Site Layout	
APPENDIX D: Previously Approved Visibility Splay	

1 Introduction

Background

- 1.1 Mayer Brown Limited has been instructed by Maelor Poultry Limited to prepare this Transport Statement (TS) to accompany a planning application for a proposed poultry processing plant on Pickhill Lane near Wrexham.
- 1.2 The site has historically operated as a food production facility with a number of staff and heavy goods vehicle movements daily. It operated as a packing facility for the cutting of blocks of hard pressed cheeses into a variety of consumer packs for major retailers and food service customers. The existing site layout is included in **Appendix A**.
- 1.3 In 2012, whilst the site was still operating, a planning application (Ref: P/2011/0750) was approved by Wrexham County Borough Council (WCBC) for the demolition of existing factory buildings at the site and construction of a new cheese cutting and packing plant (including offices) together with a new chill storage warehouse. A Transport Assessment (TA) was prepared by Mayer Brown in 2011 to accompany the application and included a number of scoping discussions with WCBC.
- 1.4 It is understood that the previous site occupier did not progress to construction of the approved planning application and the site ceased operation in March 2014. As such, a new occupier is seeking to acquire the site and submit an application for a similar food processing operation.
- 1.5 The development proposals consist of a change of use of from a cheese cutting and packing facility to a poultry processing facility.
- 1.6 It is understood, that the operation of the site will be similar to the previous cheese packing operation in terms of operational hours, staff numbers and vehicular movements with use made of the existing layout and buildings on site.

Report Detail

- 1.7 This report has been prepared using industry guidelines on best practice for Transport Assessments to inform decision makers in the planning process of the development proposals and their impact.
- 1.8 It utilises information previously presented in the TA (2011) for the site and subsequent agreements to inform the assessment of the latest development proposals.

1.9 The TS covers the following components:

- Existing Site Context
- Proposed Development Review
- Traffic Generation and Trip Impact
- Framework Travel Plan
- Conclusions

Site Description

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- 2.2 The facility currently consists of one main production building, with a number of supporting buildings (approximately 11,000sqm) and associated infrastructure.
- 2.3 There are two accesses on Pickhill Lane, the main one being at the western end of the site with a secondary northern exit, which has historically only opened on demand.
- 2.4 The main access includes a security station which is able to check vehicles in and out of the site and direct them to the appropriate area within the facility. All delivery vehicles associated with the previous operations would use this main entrance to enter and exit the site and the facility. There is adequate set back from the highway to ensure no vehicles are required to wait on Pickhill Lane.

- 2.5 The western access location also provides a link adjacent to the main staff car park. It accommodates approximately 150 cars and is segregated from the internal operational roadways. All entrances and car parks have security gates which can be closed as required.
- 2.6 Within the site are a number of loading bays and service space which have previously been utilised by a range of goods vehicles including 16.5 metres articulated vehicles, milk tankers, 10 metres rigid vehicles and a range of smaller vehicles (i.e. transit type vans).

Previous Operations

Operational Hours

- 2.7 The site previously operated 24hrs per day, 7 days per week with a consistent flow of vehicle movements during the week. At weekends, vehicle flows were lower due to fewer staff working and fewer operational trips. Deliveries were generally focussed between Monday and Friday (approximately 80%).

Staff Number and Travel Mode

- 2.8 There were previously 220 member of staff split between two production shifts of 0600-1800hrs and 1800-0600hrs. A number of employees also worked normal office working hours between 0900-1700hrs. The majority of the trips made by shift workers were outside of the local network peak hours.
- 2.9 As part of the previous review contained in the TA (2011), it was noted that staff travel patterns associated with shifts included around 30% car sharing. Few staff travel by public transport due to services not always aligning with every member of staff's shift pattern.
- 2.10 The busiest times at the site for staff vehicle movements was approximately 0530-0630hrs and 1730-1830hrs, when production shifts changeover (i.e. inbound staff vehicles generally arrive between 0530-0550hrs with outbound vehicles leaving between 0605-0615hrs).
- 2.11 The data presented in the previous TA (2011) suggests that the site drew on a predominantly local workforce living in and around Wrexham.

Operational Movements

- 2.12 Deliveries were previously scheduled into booking slots, to ensure smooth and efficient operations. Operational vehicles accessing the site included 16.5 metres heavy goods vehicles (HGVs), milk tankers, transit type vans and 10 metres rigid vehicles.

- 2.13 Based on information presented in the previous TA (2011), there was an average of 22 operational vehicle movements per weekday at the site. A summary of trips is shown in **Table 2.1**.

Movement	Deliveries		
	<i>Annual</i>	<i>Average Month</i>	<i>Average Weekday</i>
Arrivals	3,539	295	11
Departures	3,359	295	11
TOTAL	7,078	590	22

Source: Mayer Brown TA (2011) p5

Table 2.1: Previous Site Trips

- 2.14 It should be noted that although the main site operations ceased in March 2014, the site is still used for storage and there are a number of HGV movements daily (although not of the same level as during full site operation).

Planning History

- 2.15 In 2012, permission was granted by WCBC for an application (Ref: P/2011/0750) to demolish existing factory buildings and construct a new cheese cutting and packing plant (with offices) and a new chill store warehouse.
- 2.16 A TA (2011) prepared by Mayer Brown was submitted to accompany the application outlining the development trip impact. A summary of the predicted operational trips associated with the approved planning application is provided in **Table 2.2**.

Movement	Deliveries		
	<i>Annual</i>	<i>Average Month</i>	<i>Average Weekday</i>
Arrivals	4,160	347	13
Departures	4,160	347	13
TOTAL	8,320	694	26

Source: Mayer Brown TA (2011) p15

Table 2.2: Consented Development Operational Site Trips

- 2.17 The permitted development resulted in a minimal increase in vehicle movements and therefore no improvements to the Pickhill Lane/A525 junction, or other junctions in the local network were required.
- 2.18 An improvement to the site access was conditioned to ensure that visibility is maximised providing a splay of 2.4 metres x 172 metres in a north easterly direction by setting back a section of the existing boundary fence.

- 2.19 As the site ceased operations in 2014, none of the previous development proposals were constructed. However, the consent is still valid with a condition stating that the development shall be commenced before the expiry of five years from the date of permission.

Local Highway Network

Pickhill Lane

- 2.20 The site is located on Pickhill Lane. This is a single carriageway road, which is wide enough for two heavy goods vehicles to pass each other. To the north of the site, the road narrows. This section of highway was never previously used by large operational vehicles. The lane is subject to national speed limits.
- 2.21 There is a footway along the southern edge of the road as far as the western edge of the site, which links to a footway on the A525. It is noted that these are not lit.
- 2.22 No footways are provided to the east of the site along Pickhill Lane with little pedestrian demand previously observed. There are however footpaths across local fields from both Cross Lanes and Bangor Is-Y-Coed.

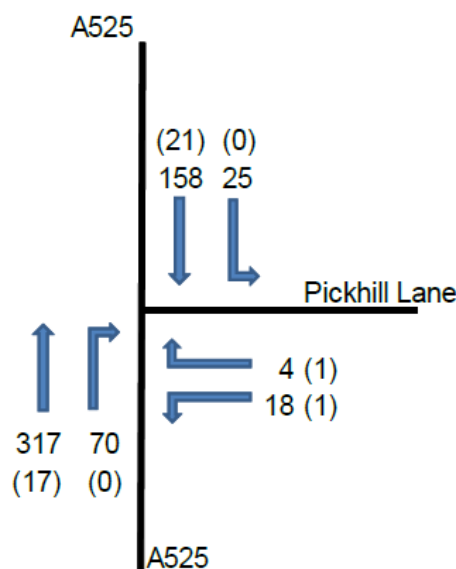
A525

- 2.23 The A525/Pickhill Lane junction is a 3-arm priority arrangement, with the latter road forming the side arm. There is no lighting at this junction, or along the A525 and Pickhill Lane.
- 2.24 The A525 is a single carriageway road which provides a local link between Wrexham and Whitchurch. It also continues northwards towards Rhyl and east to Newcastle-under-Lyme.
- 2.25 The road is subject to national speed limits, and mobile speed cameras operate along it. There is a footway on the eastern side of the road, from Cross Lanes village to Pickhill Lane. A footway is also provided along the eastern edge of the A525 towards Bangor Is-Y-Coed.

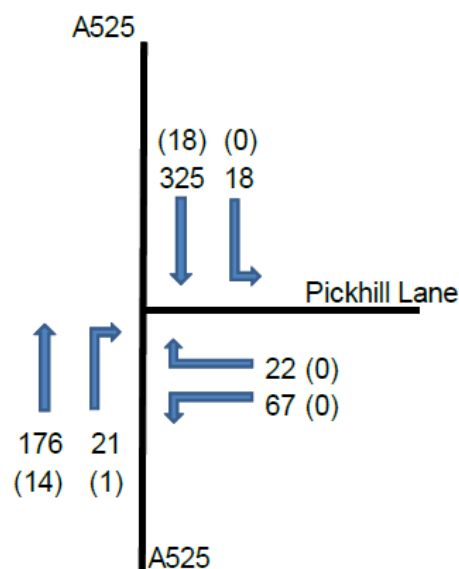
Traffic Data

- 2.26 As part of the previous TA (2011), a traffic count was carried out at the junction of the A525/Pickhill Lane by Mayer Brown on Wednesday 15th June 2011 during 0730-0900hrs and 1700-1830hrs. A summary of movements for the peak hours is presented in **Figure 2.2**.

AM Observed



PM Observed



HGV movements highlighted in brackets

Figure 2.2: Observed Traffic Flows (June 2011)

- 2.27 The traffic count indicated that the network peak period in the morning was 0745-0845hrs, with a total of 592 vehicles passing through the junction, of which 40 (6.8%) were HGVs. During the surveyed period in the evening, the network peak time was 1700-1800hrs, with a total of 629 vehicles passing through the junction, of which 33 (5.2%) were HGVs.
- 2.28 Overall, traffic flows were observed to be low, with an even tidal flow towards Wrexham in the morning peak and away from Wrexham in the evening peak.

Speed Survey

- 2.29 The previous TA (2011) provided a survey of vehicle speeds on the A525 conducted on Wednesday 15th June 2011 between 1230-1400hrs. Summary results are presented in **Table 2.3**.

Direction	Number of Readings	Mean Speed	85 th Percentile Speed
A525 Northbound	201	39mph	45mph
A525 Southbound	201	39mph	45mph

Table 2.3: A525 Speed Survey Summary

- 2.30 The speed limit on the A525 is 60mph and from the results of the speed survey all of the surveyed drivers observed the limit. The geometry of the road at this location provides a natural control of vehicle speeds.

- 2.31 The site visit indicated no issues with speeds along Pickhill Lane. Traffic flows along Pickhill Lane were low, with fewer than 130 combined movements in each network peak hour.

Accident Data

- 2.32 The previous TA (2011) presented a study area for accident analysis that had been agreed with WCBC during early scoping discussions. The area included the A525, B5130 Cross Lanes, Pickhill Lane, and the A525 continuing south to the B5426 junction at Bangor Is-Y-Coed.
- 2.33 The same study area has been utilised to inform this assessment with the most recent 5-year data made available by WCBC. A summary is included in **Table 2.4** with the accident plot information included in **Appendix B**.

Year	Slight	Serious	Fatal
2009	1	0	0
2010	4	0	0
2011	0	0	0
2012	0	0	0
2013	1	0	0
2014	0	0	0
TOTAL	6	0	0

Source: WCBC Accident Data July 2009 to July 2014 [Made Available October 2014]

Table 2.4: Traffic Accident Data Summary

- 2.34 The data suggests that the accident record in the study area is low with only 6 incidents in the most recent 5-year period. All of the accidents were recorded as being slight, with no serious or fatal incidents.
- 2.35 There were no accidents recorded at the A525/Pickhill Lane junction and no accidents recorded on Pickhill Lane in the vicinity of the site access.
- 2.36 Two accidents occurred at the A525/B5230 Cross Lanes junction involving right turning movements from the south east arm of the A525 to the north east arm of the B5230. None of the accidents involved pedestrians or cyclists. It should be noted that a single HGV was involved in one of the incidents, crossing the path of an oncoming vehicle and causing a collision.
- 2.37 Three accidents occurred at the A525/B5426 junction at Bangor Is-Y-Coed, each involving vehicles pulling out into the path of an oncoming vehicle resulting in slight incidents. These incidents occurred at 1930hrs, 1345hrs and 0720hrs on weekdays.

- 2.38 One incident occurred approximately 30 metres north of the A525/B5426 junction, involving a pedestrian being struck by an unknown van. This incident occurred on a Saturday in 2009 at 0130hrs and was recorded as being slight.
- 2.39 A review of the most recent 5-year data suggests that there are few recorded incidents with no known highway design features contributing to the occurrence of accidents on the local highway network.

Site Accessibility

Pedestrian and Cycle Network

- 2.40 The Institution of Highways and Transportation (IHT) document '*Guidelines for Providing for Journeys on Foot*' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities.
- 2.41 The guidelines suggest that an acceptable walking distance for commuting purposes is 1km, with the preferred maximum distance of 2km.
- 2.42 Based on the above, the site is located within walking distance of the residential areas in Cross Lanes and the majority of the residential areas in Bangor Is-Y-Coed. For example, the site is situated approximately 1km walking distance from the residential areas of Bedwell Crescent, Hunters Meadow and Meadowcroft within Cross Lanes. Overton Road, High Street and Whitchurch Road in Bangor Is-Y-Coed are located within 2km walking distance of the site.
- 2.43 The IHT and Department for Transport (DfT) document '*Cycle Friendly Infrastructure: Guidelines for Planning and Design*' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability.
- 2.44 Using a speed of 10mph (16kph) a catchment of 5km would be available within approximately 20 minutes cycle time. A 5km catchment covers Cross Lanes, Bangor Is-Y-Coed, Marchwiel, Pentre Maelor and the eastern outskirts of Wrexham, such as Abenbury Road.
- 2.45 There is no formal cycle network in the vicinity of the site. The A525 forms the primary route for cyclists wishing to access the site.

- 2.46 It was outlined in the previous TA (2011) that land is safeguarded through the Local Development Plan 2006-2021 (Policy P32) for a proposed cycle and walking route between Wrexham and Overton. This passes through the site and for operational and safety reasons would require a diversion in order to be progressed. This approach was previously deemed to be acceptable to WCBC and landscaping within the site can be safeguarded until such a time those proposals are formalised.

Public Transport

- 2.47 Bus route 146 services the A525 providing a link between Wrexham and Whitchurch. The nearest bus stop to the site is located at Cross Lanes, approximately 1km walking/cycling distance from the site, and consists of a shelter and perch seating. **Table 2.5** shows the service frequency of the 146 bus service.

Service No. & Route	Approximate No. Of Services Per Hour Each Way					
	Monday-Friday		Saturday		Sunday	
	Day	Eve	Day	Eve	Day	Eve
146 Wrexham – Cross Lanes - Whitchurch	1	0	1	0	0	0

Table 2.5: Local Bus Services

- 2.48 The first service arrives in Cross Lanes from Wrexham at 0701hrs and at 0823hrs from Whitchurch. The last service leaves Cross Lanes towards Wrexham at 1924hrs and towards Whitchurch at 1801hrs. The bus service may be suitable for use by some members of staff who work daytime shifts.
- 2.49 An additional morning service from Wrexham to Whitchurch (via Cross Lanes) is provided by the No. X46 bus service, and two additional evening services are provided by the No.41A service between Wrexham and Bangor Is-Y-Coed/Overton (via Cross Lanes) in each direction.
- 2.50 Wrexham General rail station is located approximately 6.75km to the north west of the site, and is served via the No.146 bus service. The station provides a ticket office, ticket machines, a car park (68 spaces) and 20 cycle storage spaces.
- 2.51 Wrexham General provides direct access to Chester and Shrewsbury and beyond to Hereford, Wolverhampton, Birmingham New Street, Newport and Cardiff Central at regular intervals throughout the day.
- 2.52 Additionally, there are regular services from Wrexham General to Liverpool and Manchester.

3 Development Proposals

Development Scale

- 3.1 The development proposals are guided by the previously approved planning application (Ref: P/2011/0750) and seek to provide a similar development in terms of scale and operation.
- 3.2 The development proposals consist of a change of use from a cheese cutting and packing facility to a poultry processing facility. The site layout is included in **Appendix C**.
- 3.3 The aspiration is to utilise the existing production and administration buildings at the site to establish a new poultry processing facility that will cater for the existing client base.
- 3.4 It is envisaged that the site will be operational with the new poultry processing plant in 2015.

Staff Numbers

- 3.5 It is understood, that the operation of the site will be similar to the previous cheese packing operation in terms of operational hours and shift patterns.
- 3.6 Total staff numbers employed on the site are anticipated to be in the region of 150; a reduction compared to historic use of the site (220 staff) and permitted development (230 staff).
- 3.7 The majority (approximately 80% or 120 staff) are anticipated to work in two key shift patterns between 0600-1800hrs and 1800-0600hrs. This will provide 24hrs operation as per the previous use of the site.
- 3.8 Within the 150 staff, a small number (approximately 20% or 30 staff) will work during 'typical' office hours of 0900-1700hrs.

Site Access

- 3.9 Access to the site is to be retained as existing. As previously noted, the site has operated for a number of years with regular delivery movements and staff trips daily.
- 3.10 Existing entrance operation and locations at Pickhill Lane will be unchanged, with the western entrance being the main delivery and car park access, with the northern access being kept closed and only opened on demand (i.e. emergency access).

- 3.11 As per the previously approved application (Ref: P/2011/0750) it is proposed to improve visibility at the site access on Pickhill Lane by relocating the existing fence back from the carriageway for a distance of approximately 60m (from the main site entrance). This will increase the level of visibility for vehicles approaching the site access from the north east to 2.4 metres x 172 metres which is the maximum achievable due to the bend in the road. This was previously deemed acceptable and was noted as a planning condition associated with the previously approved proposals. The previously approved visibility splay is included in **Appendix D**.

Parking

- 3.12 No amendments are proposed to the car park, and there will be no change to the overall supply of car parking. As previously noted, there are 150 spaces provided within the site which WCBC considered to be adequate for the historic operation and previously approved application.
- 3.13 WCBC's '*Local Planning Guidance Note 16: Parking Standards*' (2004) states that for change of use applications, the use of existing buildings/sites will be assessed on their own merits in terms of parking provision.
- 3.14 It is considered that as the operation of the site (including operational hours and shift patterns) are similar to previous operations, and overall staff numbers are lower, the level of car parking would be sufficient. It is still likely to be the case that not all staff will be present on site at the same time and the peak parking demand is likely to be associated with shift change over. For the majority of the day the car park is anticipated to have space available with the peak demand between 1730-1830hrs.
- 3.15 WCBC cycle parking standards in '*Local Planning Guidance Note 16: Parking Standards*' (2004) requires a minimum of 1 space per 1,000sqm of gross floor area (or part thereof), for storage and distribution uses. This would equate to a total of 11 spaces for this site. It is therefore proposed to provide 12 spaces (6 Sheffield style stands) with demand monitored through the site Travel Plan.

Delivery and Servicing

- 3.16 The internal site layout has been designed to provide a circulatory system for large delivery vehicles and builds on previously acceptable operations associated with the historic use of the site. Signage will be provided within the site directing vehicles to the relevant areas.

- 3.17 It is understood that there will be deliveries of produce to the site daily. Dedicated vehicles will arrive full and leave empty. There will also be delivery vehicles taking the final processed products from the site to service existing markets. Again, vehicles will arrive empty and leave full. Deliveries of produce and collection of final processed products will occur in separate areas within the site. Further detail on delivery movements is provided in subsequent sections.
- 3.18 Within each loading/unloading area, space is provided to permit on-site turning, enabling vehicles to both enter and exit the site in forward gear. This is understood to be in line with historic operation of the site which was acceptable.

4 Trip Impact

- 4.1 The trip impact associated with the site can be linked to staff travel patterns and operational vehicles (i.e. HGVs). Each is considered in turn with a breakdown provided.

Staff Trip Impact

- 4.2 Based on information provided by the proposed site operator, it is understood that there will be 150 staff employed at the site. A breakdown is provided in **Table 4.1** identifying how the site might function in terms of staff arrivals and departures. This uses the split of shift workers (80%) and office workers (20%) associated with the previous site operations.

Merge	Arrivals		Departures	
	Shift Workers	Office Workers	Shift Workers	Office Workers
0530-0600hrs	60	-	-	-
0600-0630hrs	-	-	60	-
0830-0900hrs	-	30	-	-
1700-1730hrs	-	-	-	30
1730-1800hrs	60	-	-	-
1800-1830hrs	-	-	60	-
TOTAL	120	30	120	30

Table 4.1: Indicative Staff Travel Patterns (Average Day)

- 4.3 As with the historic site operations, there is predicted to be minimal impact during the morning peak period (0800-0900hrs) as the majority of staff travel to and from the site is likely to occur before 0700hrs. Only the office workers are anticipated to be travelling to the site in the morning peak hour.
- 4.4 In the evening peak (1700-1800hrs), there is likely to be a number of departures associated with the office staff and a number of arrivals ready for the start of the 1800hrs-1600hrs shift. This is anticipated to coincide with the surrounding network peak period.
- 4.5 As previously identified, the site has operated for a number of years with staff numbers of around 220. The consented development proposed to increase staff numbers to 230 which was deemed would result in a minimal impact on the local highway network by WCBC.

- 4.6 As the proposed site is now anticipated to employ 150 staff, it is considered that there would be a reduction in the trip impact and level of activity associated with staff vehicle movements, particularly during the evening peak hour.

Operational Vehicle Trip Impact

- 4.7 Information about the proposed operation of the site has been provided to Mayer Brown. Based on this it is understood that, once fully operational, the site will process in the region of 122 tonnes of poultry per day.
- 4.8 As previously noted, the delivery of produce will involve fully loaded vehicles (approximately 45 per week) arriving at the site and then departing empty. The collection of final processed products will involve a similar number of empty vehicles (approximately 45 per week) arriving at the site and then departing fully loaded. In total, it is anticipated that there would be 180 HGV movements per week associated with this operation.
- 4.9 It is likely, as per the previous application, that the majority of operational vehicle activity will take place during the week (80%) with less activity (20%) at weekends. Applying this breakdown to the total number of HGV movements per week results in around 144 HGV movements between Monday and Friday, with around 29 HGV movements on an average weekend. A breakdown for an average weekday is presented in **Table 4.2**.

Delivery Type	Weekday Arrivals	Weekday Departures
Delivery of produce to site	7	7
Collection of final products	7	7

* Figures rounded to nearest integer

Table 4.2: Predicted Average Weekday HGV Movements

- 4.10 Operational trips are likely to travel outside of the network peak periods and would be coordinated by site management into specific arrival slots to promote efficient operations. It is therefore considered that the trip impact during the network peak times would be minimal.
- 4.11 Throughout the remainder of the day, the average number of HGV movements per hour is around 4 vehicles which is not considered would have an adverse impact upon the operation of the local highway network.

Net Impact

- 4.12 As the site has previously been operational (prior to March 2014) it has been possible to present the net impact associated with the proposed poultry processing plant. With reference to the TA (2011) prepared by Mayer Brown for the previous site, a summary is presented in **Table 4.3**.

Use	Total Staff Numbers	Weekday Operational Vehicle Movements
Historic Use	220	22
Approved Use	230	26
Proposed Use	150	29
Net Impact	-80	+3

** Figures rounded to nearest integer*

Table 4.3: Net Trip Impact (Average Weekday)

- 4.13 The total number of staff employed at the site is likely to be a reduction compared with both historic and permitted use. In addition, the predicted daily HGV movements associated with the poultry processing facility are considered to be similar to the previous HGV movements at the site.
- 4.14 Overall, it is considered that the site has operated with a higher number of trips (both staff and operational vehicles combined) than with the latest development proposals. It is therefore considered that as the local network has already accommodated a higher level of demand, there would not be an adverse impact upon the operation of local junctions.
- 4.15 Following review of traffic flows, vehicle speeds, accident history and development impact, it was confirmed by WCBC as part of the previously approved application (Ref: P/2011/0750) that no highway related improvements would be required at the A525/Pickhill Lane junction, or other junctions in the wider network. Based on the information presented above associated with the current development proposals, it is considered that this conclusion remains valid with no improvements required to mitigate the development trip impact.

5 Framework Travel Plan

- 5.1 In order to encourage travel to and from the site by sustainable modes, a Travel Plan will be produced for the site. This will be completed prior to occupation of the new development. It is recommended that provision of the Travel Plan is requested as a condition of planning.
- 5.2 This Framework summarises the methodology and suggested measures that might be included within the future full Travel Plan post development construction. It should be noted that these measures may be subject to change prior to submission of the full Travel Plan.
- 5.3 It is important that the Travel Plan is completed for first occupation, as new employees can be encouraged to consider sustainable travel choices from day one at the site.
- 5.4 Due to the shift patterns of workers, car sharing is likely to offer the most suitable opportunity for reducing car travel, when alternatives such as walking, cycling and public transport may not be available due to distance or time of travel.

Administration of Travel Plan

- 5.5 Responsibility for the implementation of the Travel Plan will be with the Travel Co-ordinator, who will be appointed by Maelor Poultry Limited. The Travel Plan Co-ordinator will be responsible for:
- Liaison with the different transport operators and suppliers
 - Liaison with WCBC
 - The provision of travel information for staff
 - Organisation and monitoring of travel plan

Travel Plan Initiatives

- 5.6 A travel noticeboard will be provided in a prominent location, which will display information about travel options and special travel events, such as Bikeweek. Internal postings (i.e. with payslips) can also be used as appropriate to disseminate travel information.

- 5.7 Measures that may encourage walking and that will be considered for inclusion in the Travel Plan comprise:
- The Travel Plan Co-ordinator will liaise with the Highway Authority to ensure that available pedestrian walk routes are appropriately maintained
 - Staff will be provided with secure lockers for storage of equipment
 - Personal alarms will be provided for walkers who request one, in order to improve personal security for them on local roads
 - High visibility jackets will be provided for walkers who request one, in order to improve safety for them on the local roads
- 5.8 Measures to encourage cycling that will be considered for inclusion in the Travel Plan comprise:
- The master plan for the site redevelopment proposes 12 spaces for cycle parking which will be located close to the main building entrance with the provision of 6 Sheffield style stands
 - Changing and shower facilities will be provided for members of staff
 - Use of cycle parking facilities will be monitored with additional cycle parking spaces provided should demand warrant it
 - Promotional material on bicycle maintenance can be made available on the staff noticeboard
 - Information about special events such as Bike Week can be promoted to staff
 - High visibility jackets will be provided for cyclists who request one, in order to improve safety for them on the local roads
- 5.9 Up to date information on bus and train services, including route information and service frequencies, can be made available on the noticeboard.
- 5.10 As previously noted, car sharing represents a relatively convenient alternative form of travel and a car share scheme could reduce the total private car mileage by staff. A paper based car sharing scheme which is easy to use could be introduced at the site. The scheme can be advertised in the staff area, where staff members can display their contact details and location for where lifts can be offered or are wanted. This process can be assisted to match requirements by the Travel Plan Co-ordinator.
- 5.11 Financial measures will need to be considered at an appropriate time to ensure that a suitable budget is allocated to the scheme. This budget will provide a guaranteed lift home in those instances when, due to unforeseen circumstances, a designated driver is unable to give a staff member a lift home as agreed. This measure will act as a safety net for potential car sharers.

- 5.12 There are also public car sharing websites available (i.e. www.liftshare.com) which enable members of staff to find potential journey share matches within the general public. Details of this website will be included on the travel noticeboard.
- 5.13 Upon commencement of employment each staff member will be provided with a Travel Plan Information Pack. This pack will contain all the information an individual will need in order to make an informed choice on the mode of travel to be used for work based journeys. The pack might comprise of the following information:
- A summary page introducing the Travel Plan
 - Local bus service timetable information
 - A summary note explaining the car share scheme
 - A copy of walk and cycling promotion leaflets

Plan Monitoring, Targets and Review

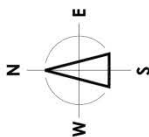
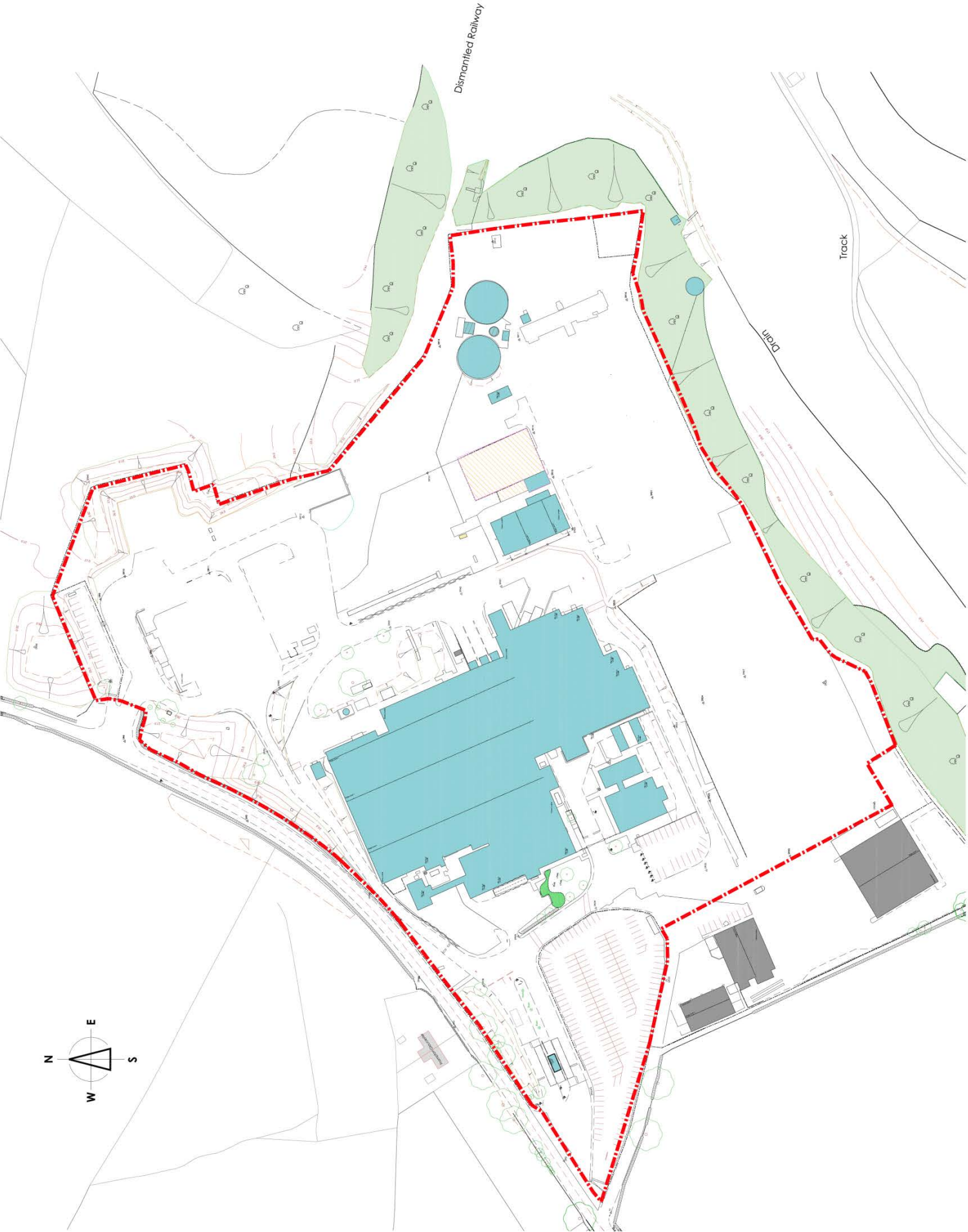
- 5.14 Targets and monitoring will be carried out over the 5 years of the Travel Plan. The targets will be finalised within the Full Travel Plan but are expected to reflect a reduction in single occupancy car trips at the site of around 5% over a 5-years period.
- 5.15 Monitoring will be completed annually and reported back to WCBC's Travel Plan officer. The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated Travel Plan reports and may encompass the following elements:
- Monitoring the use of car parking
 - Monitoring the use of cycle parking
 - Monitoring the demand for additional cycle parking by staff
 - Monitoring the demand for locker facilities
 - Monitoring the take up of the car share scheme
 - Recording of comments/observations received from staff on transport and travel to/from the site
 - Monitoring results of travel surveys

6 Summary and Conclusions

- 6.1 Mayer Brown Limited has been instructed by Maelor Poultry Limited to prepare this Transport Statement (TS) to accompany a planning application for a development site in Wrexham.
- 6.2 The site has previously operated as a food preparation and production site and has a planning approval (Ref: P/2011/0750) associated with the demolition of factory buildings, construction of a new cutting and packing plant and a new chill store warehouse. Although this was not progressed to construction, the consent still remains valid.
- 6.3 The development proposals consist of a change of use from a cheese cutting and packing facility to a poultry processing facility.
- 6.4 The operation of the site will be similar to the previous cheese packing operation in terms of operational hours and shift patterns.
- 6.5 Staff numbers associated with the development proposals are anticipated to be lower than both previous and approved operation.
- 6.6 Operational vehicle movements are anticipated to be similar to previous operations with around 29 HGV movements throughout the day in dedicated time slots avoiding the network peak periods.
- 6.7 There is no historic record of accidents on Pickhill Lane and no other accidents on the highway network that are related to the historic use of the site.
- 6.8 A Framework Travel Plan has been included, which sets out a format for a Travel Plan to be introduced at the site prior to occupation of the new facilities.
- 6.9 It is concluded that the proposals will result in an overall reduction in vehicular trips along the A525, and that there are no transportation or highways matters that should preclude the granting of planning permission.

APPENDIX A: Existing Site Layout

Notes:
 The information on this plan is for the purpose of planning only and should not be used for any other purpose.
 All dimensions are in millimetres unless otherwise stated.
 The drawings are for the purpose of planning only and should not be used for any other purpose.
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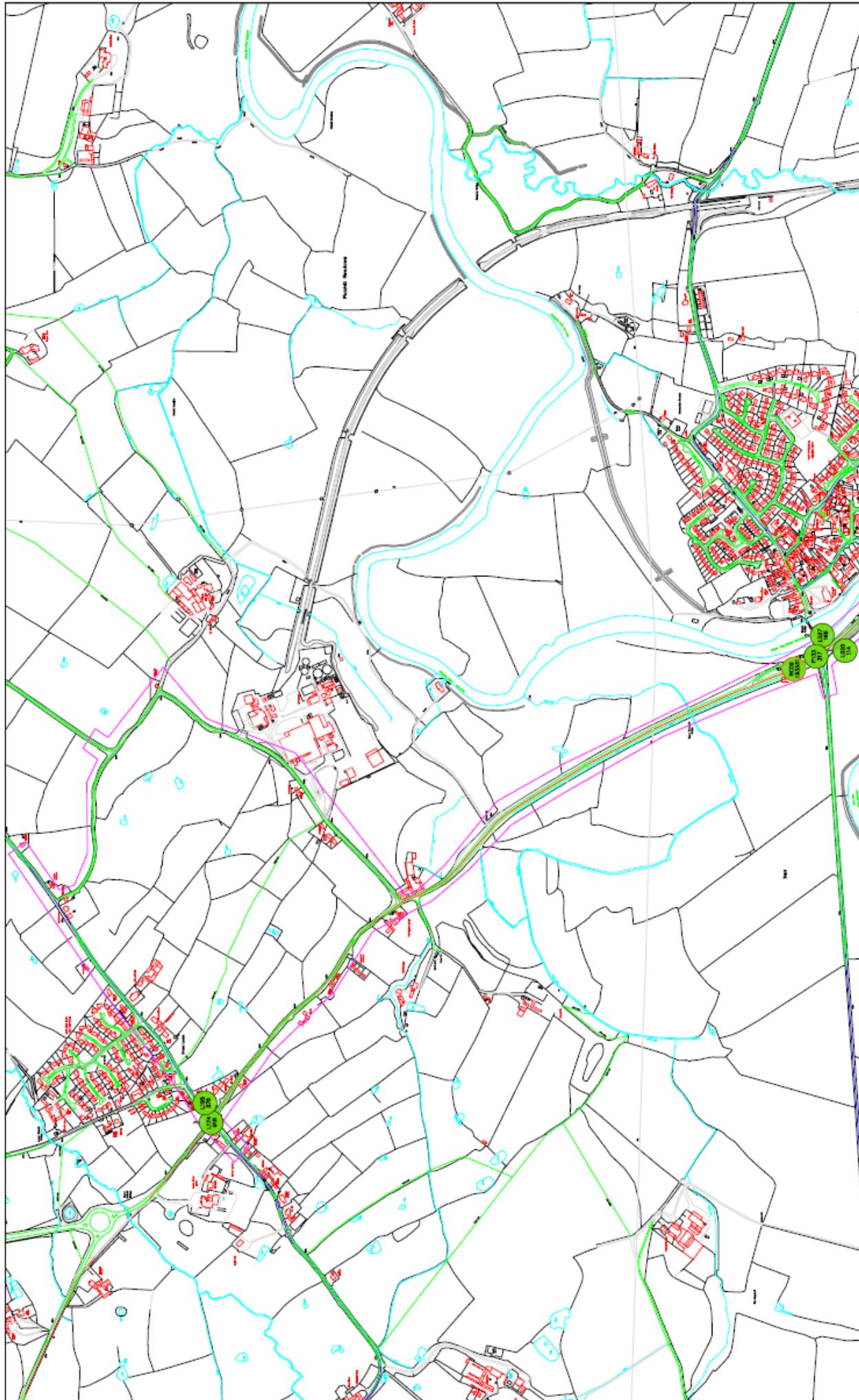
- EXISTING BUILDINGS ON SITE
- EXISTING BUILDINGS TO REMAIN
- EXISTING LANDSCAPING BAND TO REMAIN
- PLANNING APPLICATION BOUNDARY

Dismantled Railway

Track

trundley PLANNING 14-L37-PL002A	
MAJOR POLITY 14-L37-PL002A 14-L37-PL002A	14-L37-PL002A 14-L37-PL002A
14-L37-PL002A 14-L37-PL002A	14-L37-PL002A 14-L37-PL002A

APPENDIX B: Accident Data Plot



 WREXHAM COUNTY BOROUGH COUNCIL ABBEY ROAD DEPOT, WREXHAM INDUSTRIAL ESTATE, WREXHAM LL13 9PW. ANDY LEWIS HEAD OF HOUSING, PUBLIC PROTECTION & ENVIRONMENT TEL: (01978) 315500 FAX: (01978) 729601		NORTH 		JOB NUMBER: Streetscene		SCALES: Not to scale		DATE: 15.07.09		SCHEME TITLE: A525 Cross Lanes / Pickhill	
				DRAWN BY: Janine C Smith		NATIONAL GRID REF: 15.07.09		DRAWING TITLE: Accident Summary		DRAWING NUMBER: 15.07.09 - 14.07.14	
CHECKED BY: Janine C Smith		NATIONAL GRID REF: 15.07.09		DATE: 15.07.09		SCHEME TITLE: A525 Cross Lanes / Pickhill		DRAWING TITLE: Accident Summary		DRAWING NUMBER: 15.07.09 - 14.07.14	
REPORT											

APPENDIX C: Proposed Site Layout

APPENDIX D: Previously Approved Visibility Splay

KEY

DMRB STANDARD
VISIBILITY SPLAY
ACTUAL VISIBILITY SPLAY

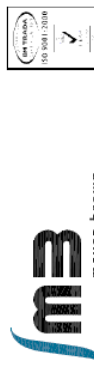


All measurements have been based on OS mapping.
The accuracy of OS mapping data should be
checked prior to detailed design and construction.

DRAFT FOR CONSULTATION

A ADDITIONAL VISIBILITY SPLAY ADDED HE 22/09/2011

rev. amendment checked date



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client FIRST MILK

project PICKHILL LAINE, WREXHAM

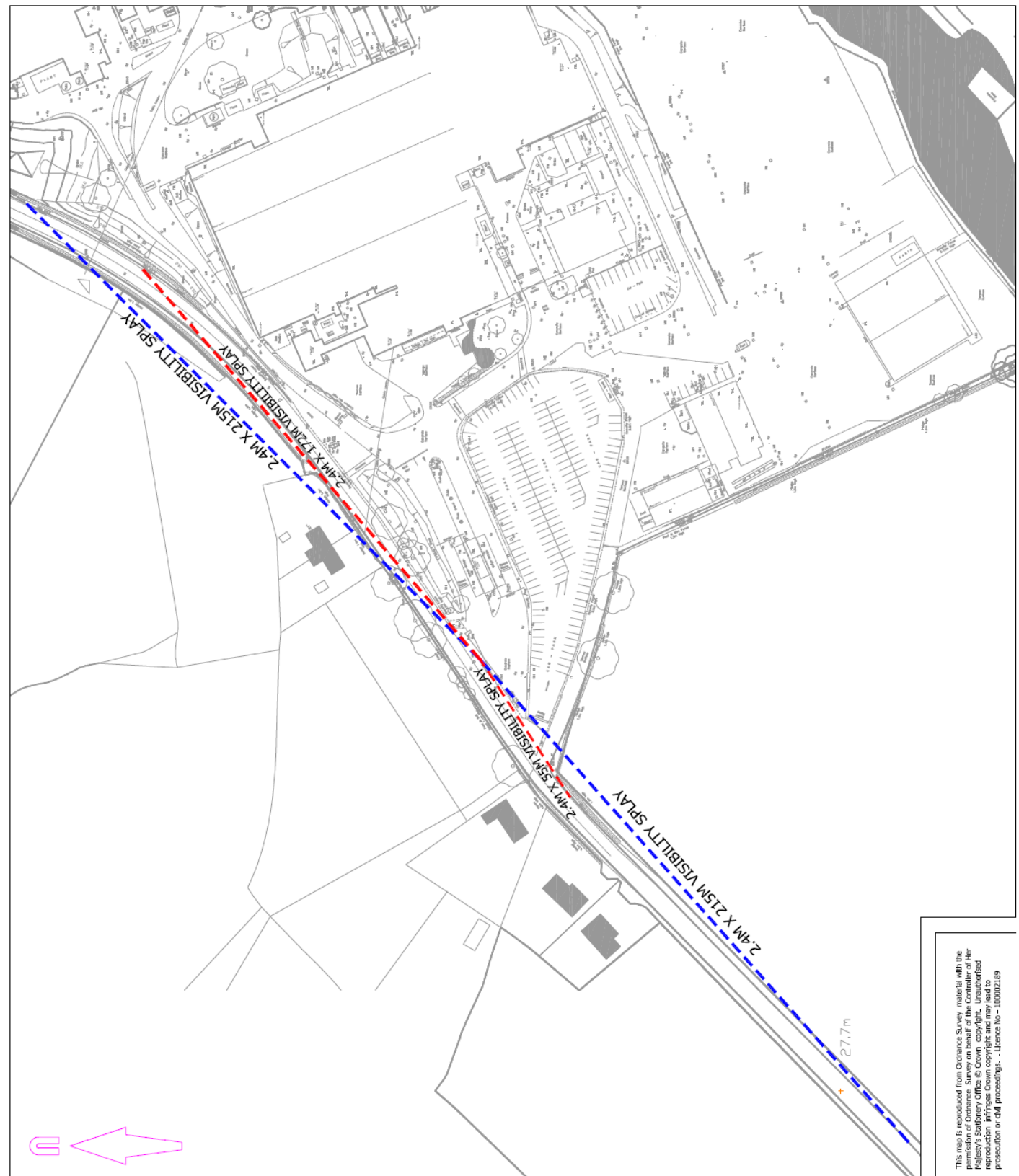
scale 1:1250 @ A3 drawn by JF checked by HE

date 28/06/2011 cat file NW-FM-WREXHAM_1-02_REV A

title

STANDARD AND ACTUAL VISIBILITY SPLAYS
AT THE SITE ACCESS

drawing number NW/FM/WREXHAM.1/02 rev. A



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