

Marlbrook
Pickhill Lane
Wrexham
LL13 0UE
7th October 2022

Reference: P/2022/0820

P/2022/0821

P/2022/0822

P/2022/0840

Nick Atkinsons Planning Officer

Dear Mr. Atkinson

I am writing to oppose the above planning applications.

As a resident of Pickhill Lane I once again wish to voice my concerns about Maelor Foods. When the appeal in 2019 allowed 1 million birds to be killed a week at the site we lost all faith in the planning process but feel it is vital that we once again hope you will reject this ridiculous proposed increase to 2 million birds a week.

Since the increase to allow 1 million birds to be killed, weekly slaughtering times have been extended from 07:30-17:00 to 05:30-22:30. This means that staff using the gates opposite our house now arrive at 04:30 to start killing at 05:30. These gates were never used by previous owners of the site. Taxis drop staff off and pick them up right outside our home and do not always enter the site as directed by signs. Lorries leave throughout the night to collect chicken and return from 03:00. In the evening refrigerated lorries and waste lorries leave and arrive back anytime up until midnight. Empty waste trailers thunder into the plant opposite our house. This is not passing traffic, lorries are slowing down, breaking or working up the gears outside throughout the night. The house vibrates with the noise. Our house is close to the road with no trees or fences high enough to block any night time noise and light to our bedrooms. We are disturbed and deprived of sleep every night except Saturday when the lorries do not operate throughout the night but start again after midnight on Sunday. Sunday is a welcome break for the constant HGV traffic during the week and the only day when we can enjoy our property and invite friends and family to join us. After midnight on Sunday the disturbance resumes. I strongly oppose allowing killing on a Sunday and any HGV movement.

Section 11.22 of the planning statement says that N.R.W. received an 86% reduction in complaints from 2019-2021. This could not be confirmed by N.R.W. Where did this information come from? A reduction in complaints being recorded is due to residents speaking directly to N.R.W. officers but also to the fact that we are totally fed up with complaining about the same thing over and over again with no positive outcome and just put up with sleep deprivation and the misery of living opposite this abattoir.

In section 11.25 we find the words 'local residents are secure in their enjoyment of their homes' deeply offensive. I have had to get out of bed and walk across to the gatehouse to ask drivers to switch their engines and fridge units off whilst chatting with security staff. I DO NOT FIND THIS ENJOYABLE!.

In the planning statement it is stated that the issued of noise and odour are dealt with on a separate environmental permit application. Surely these issues should be addressed and resolved prior to a planning decision. It is too late when permission has been granted and we are left with intolerable conditions as is the case now.

The plans to extend the effluent plant is of a great concern. Will the smell from this plant increase and will equipment lead to a rise in noise levels?

The proposed scrubber plant will increase noise levels and how will the ammonia refrigeration plant cope? Will this plant need to be upgraded adding to the noise levels which have been reported to N.R.W. on numerous occasions. This plant was supposed to be sound proofed years ago but is as noisy now as when it was first installed.

The huge increase in HGV's proposed will seriously impact on all of the community. Previous owners Dairy Crest had staff working shifts 06:00-22:00 and 22:00-06:00 packing cheese. They did

not transport cheese throughout the nights. HGV movements were considerably lower. 22 HGV movements a day and a similar number for the following owners, first milk with 26 HGV movements a day not the 189 movements stated on Maelor Foods website (documents included) to back this.

I have studied the plans to alter the road junction. I agree that visibility to the south when exiting Pickhill Lane would be improved as stated in section 4.4 of the transport assessment report but I am very concerned about the reduced visibility to the north as the whole junction will be moved uphill towards a blind bend. Traffic travels a lot faster from this direction, down hill. It is already dangerous when turning right towards Cross Lanes. This proposal will reduce visibility from this direction. Lorries approaching Pickhill Lane from Whitchurch are stationary on the hill waiting for a break in oncoming traffic. They will have to make a start from a standstill with a full load of chickens much closer to a blind bend. Most of the lorries are approaching from this direction. This application proposes an unimaginable rise in cars and HGV's which is already at a ridiculous level.

I hope you listen to our concerns and reject this application.

Yours sincerely

Mr & Mrs C. James