

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sarah Hill
Our Ref:	ET/DC/MM/P/2022/1052	Your Ref:	P/2022/1052
Date:	22 nd March 2023		

Dragon Packing Wrexham Industrial Estate
Extension to existing warehouse, alterations to service yard and new access

Further to your email / consultation dated 11/12/2023 I comment as follows:-

Access Arrangements

The proposal includes the creation of an exit-only egress onto Clywedog Road South, at the eastern boundary of the existing site. It is understood that the proposed exit is to enable a better operational function for loading and unloading and creating a one-way flow for lorries through the site. The existing two-way access onto Clywedog Road North will be retained.

The proposed exit-only egress will lead onto Clywedog Road South which connects to Clywedog Road North to the north and Bridge Road South to the south. The road network within the industrial estate consists of unclassified roads, with a 40mph speed limit.

A visibility splay of the proposed exit-only egress on Clywedog Road South is provided in document P22015-001B, illustrating a visibility splay of 2.4m x 120m to the right and 2.4m x 45m (to the junction of Clywedog Road North) to the left. This complies with the desirable minimum defined by Design Manual for Roads and Bridges for 40mph roads.

The arrangement of the proposed exit-only egress includes a corner taper to allow HGV's to exit onto Clywedog Road South without crossing into the opposite lane when turning left. Although this is accepted it is requested that the pedestrian dropped crossing and tactile paving shown across the exit-only egress is relocated further north to reduce the crossing distance for pedestrians. A revised plan will need to be submitted for approval. In addition, the proposed corner taper should not compromise the footway width. The revised plan should also show how the corner taper ties into the footway.

There appears to be an existing drainage gully within the extents of the proposed exit-only egress. No drainage details have been provided as part of the application. Drainage details will need to be approved.

It appears that the existing street lighting does not lie within the proposed amendments to the highway. Any street lighting modifications will need to be approved with the Street Lighting section on Tel: 01978 729673.

A Section 38/278 agreement will be required to construct the new access on Clywedog Road South.

Parking and Turning Provision

The Transport Statement provided as part of the planning application estimates an increase of 10 staff associated with the proposed expansion to the site. The existing site includes a total of 22 car parking spaces. It is proposed to provide an additional 17 car parking spaces, 3 of which will be accessible bays. In total there will be 39 parking spaces on site. The proposed car parking spaces complies with WCBC's Local Planning Guidance Note No. 16 guidance for parking provision.

It is also proposed to introduce a bike shelter with 6 cycle stands on site for employees. This addition is welcomed.

It is proposed to enlarge the existing service yard to improve operations within the site. A swept path analysis illustrates that HGV's are able to access and egress site in forward gear entering Clywedog Road North and exiting onto Clywedog Road South.

Traffic Generation

The Transport Statement has used the location category 'Edge of Town' to generate future trip rates for cars and HGV's in TRICS.

During scoping, WCBC Highways recommended that the TRICS location category 'Edge of Town' should not be used to calculate trips generated by the proposed extension to the existing site as this location category is not compatible to Wrexham Industrial Estate.

Although it is recognised that the removal of 'Edge of Town' in the TRICS filtering process results in a small sample size, TRICS Good Practice Guide states that users must avoid using the TRICS dataset in a biased, selective manner to achieve pre-determined trip rates, contributing to a 'Predict and Provide' approach that Transport Planners are now encouraged to move away from (TRICS Decide and Provide 2022).

It is not known what the current car trips and HGV trips to the existing site are. Given that the application seeks to double the size of the existing Warehouse it is considered reasonable to ask the applicant to provide information in relation to actual car and HGV trips to the site so that WCBC can fully understand the impact of the proposals. Future trip rates associated with the proposed extension can then be estimated based on the current levels.

Conclusion

Further information is required in relation to drainage arrangements at the proposed exit-only egress onto Clywedog Road South.

A new trip generation exercise is required based on existing trips to the site. Future trips should be estimated based on the existing trip rates.

A condition for a s.38/278 agreement for the proposed exit-only egress is required on planning approval.



Chief Officer, Environment & Technical