

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2024/0247 (Rev 2)	Your Ref:	P/2024/0247
Date:	03/10/24		

TOWN AND COUNTRY PLANNING ACT 1990

ESTYN ADEILAD STORIO OER, ADDASU'R PARCIO A'R TIRLUNIO / EXTENSION OF COLD STORAGE BUILDING, ALTERATIONS TO PARKING AND LANDSCAPING

NORISH FOOD CARE ASH ROAD SOUTH WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 338060 N 350365

I refer to your re-consultation email and refer to the TTP Transport Note dated 10th July 2024 in respect of the above.

Access

We maintain that the existing entrance needs to be adjusted to ensure staff or visitors using the keypad/intercom are located off the public highway, and that they should not have to drive into the oncoming traffic to use the keypad. It is currently located on the exit site of the carriageway which is not acceptable on safety grounds. The gate and access control panel should be set back to provide adequate off road queuing for staff & visitors accessing the gate.

At the site entrance there are no footways available and there is concern that the additional access and intensification of traffic to and from the site will compromise highway safety for pedestrians, therefore clarification is requested in regards to how picking up and dropping off will work at the site, is there provision within the site for this, if not, a footway should be required that is accessible from within the site to provide an accessible route for pedestrians that may be getting a lift or using a taxi to access the site. The applicant is requested to clarify the provision proposed.

A Road Safety Audit should be carried out to appraise the frequency/risk of reversing HGV's turning on Ash Rd South and the applicant's HGV traffic entering and leaving.

Trip Generation

As per previous comments, the LHA has no concerns, noting that the increase in traffic is below 1% of existing trip rates on and off Wrexham Ind Est (WIE).

Active Travel

The nearest bus stops via Ash Rd South are located 600-700m away from the entrance and would involve staff walking along the main carriageway, which, whilst it is illuminated, does not provide any footpath provision along the whole length. Furthermore, the verges alongside the highway do not fall within the adopted highway, further restricting any practical improvements available.

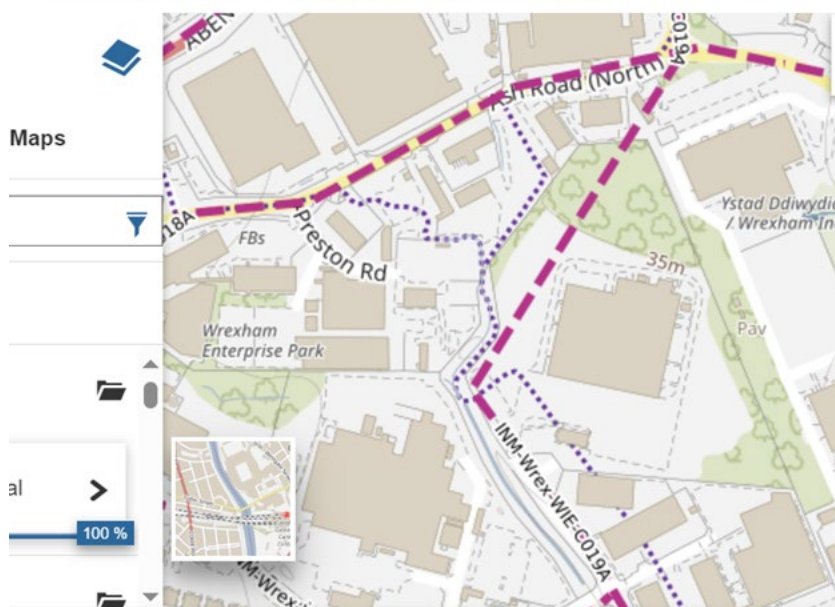
Considering the relatively small scale of this expansion to an existing and established industrial unit, it would be deemed unreasonable to request the purchase and construction of a new footway along the length of Ash Rd South to the bus stop on Bridge Rd North.

However, the LHA refer to the existing OS map and Active Travel maps (see extracts below). These show existing public footpaths that run partly through the applicant's site linking Ash Rd South to Ash Rd North. In the absence of any practical and proportional improvements to access bus stops or improve cycle routes along Ash Road South, It is requested that the applicant coordinates with WCBC's Active Travel lead and PROW officers to investigate the reinstatement of this link that could potentially create a pedestrian link to a bus stop within a 200m of the site.

The above response is provided in keeping with Welsh Government Directives on seeking support for network improvements proportional to the scale of development.

DataMapWales

[Data catalogue](#) > [Active Travel Network Maps](#) > [View map](#)



Source: Extract from Data Maps

Wales



Source:

OS

Maps

Layout on site

The proposed car parking and HGV layouts are acceptable and demonstrated with swept path analysis within the TA.

Car Parking

Further to the LHA's initial response, the parking provisions proposed are below LPGN16 standards, 53 spaces which is falls short of the 74 spaces recommended within the WCBC standards. The LHA notes the updated comments and explanation within TTP's response 30th August 2024 justifying an increase of 13 spaces only. However, it is considered that the standards are maximum standards and further justification has been submitted in relation to automated production, however some pressures could be experienced at shift changeovers.

Therefore, the LHA would recommend that sustainable travel to the site is encouraged by providing increased support for the Active Travel Improvements as noted above.

The cycle parking proposals and disabled provision as referred to in the TA is acceptable. It is noted that shower and locker spaces are provided to encourage cycle use.

The provision of EV chargers was noted previously, which is acceptable.

Should the LPA be minded to grant the application, the LHA would request that the applicant coordinates with WCBC's highway roadworks department and refers to WCBC's standard advisory note below.

Summary:

Whilst there are no objections in principle to the proposals, the LHA requests further clarification is provided in relation to

1. Protocol or safe arrangements for dropping of and collection of staff or visitors
2. Resiting of the existing entrance keypad and gates to be set back off the public highway and to ensure that the keypad is not located in alignment with oncoming traffic
3. Investigation and clarification of the potential opportunity to reinstate pedestrian and cycle access through to Ash Road North and the provision/implementation of the access (or partial access) within land under the applicant's control.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);
2. Use of a parking space for a set down/delivery area;
3. Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being asked to repair damage by the Applicant whilst carrying out their works);
4. If any lane closure or obstruction of the highway is required for a crane or similar;
5. Protection against dust and debris blowing onto the public highway
6. Construction traffic parking locally avoiding nuisance to others;
7. If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. *Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. Lowering of kerbs or minor pavement alterations require Section 184 agreement. *Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. A section 278 agreement works agreement is required for more significant alterations to the existing highway
10. Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;
11. For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:
 - No surface water from the applicants site should be allowed to drain onto the public highway,
 - The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings from spreading.
 - No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.

*The hard paved length and set back if required is subject to the applicants proposed vehicular length

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.