

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2024/0247	Your Ref:	P/2024/0247
Date:	10 th July 2024		

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 consultation / email dated 22/04/2024 in respect of the above.

Trip Generation

We have no comment to make regarding the trip generation, noting that the additional traffic proposed is proportionally small within the WIE.

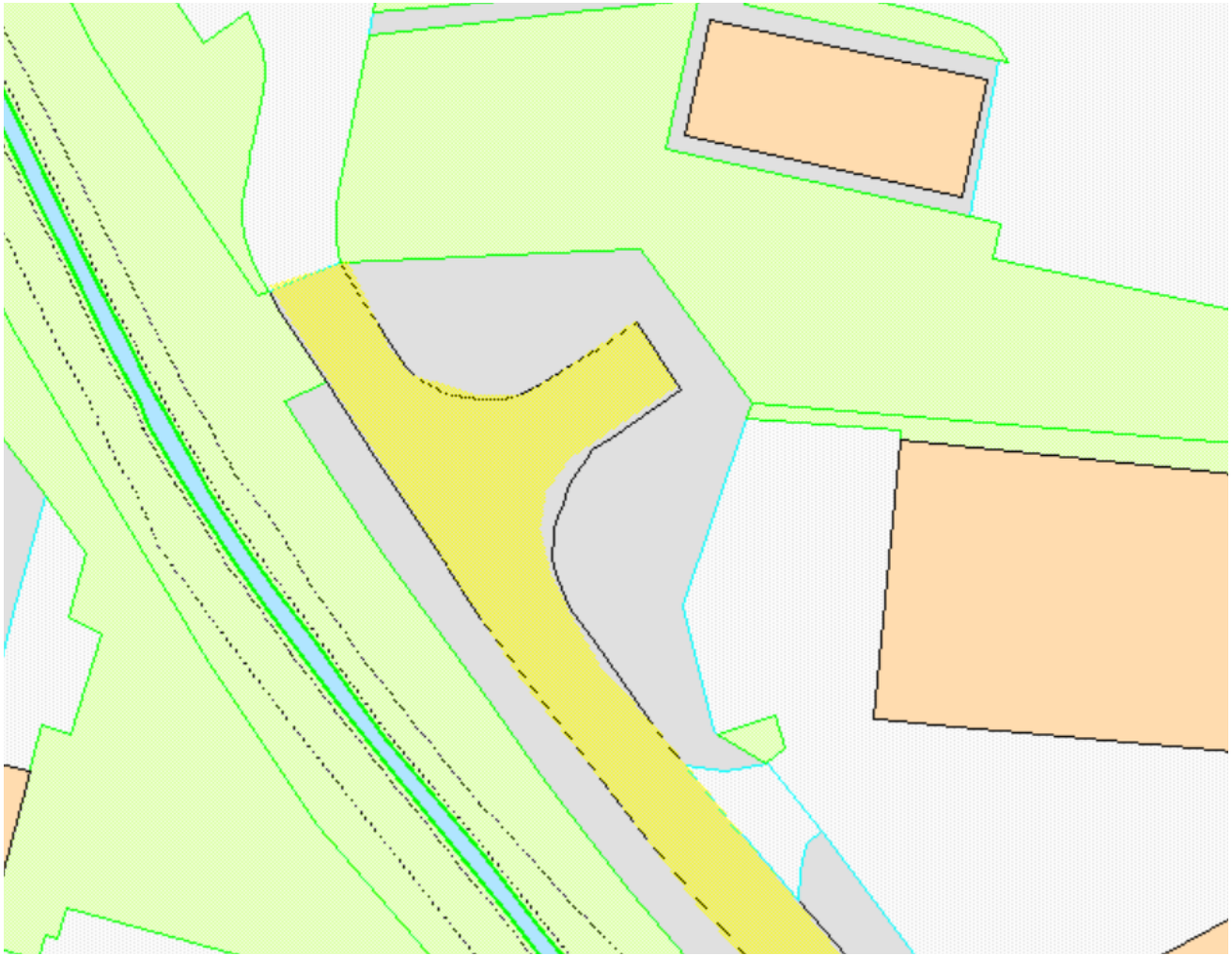
Access

The proposal includes creating a separate entrance for HGV traffic, separating it from staff & visitors car access. Currently the turning head is used by all traffic including HGV's to reverse into when manoeuvring to turn. By introducing a two way access within the turning head, there is increased potential for conflicting movements that doesn't currently exist. For highway development control to support this proposal, the following concerns should be assessed and solutions/mitigation provided:

The existing access for cars should be modified so that queuing vehicles accessing via a keypad/voice intercom access point should be off the public highway, which I have screenshotted below. The gate and access control should also be set back to provide adequate off road queuing for both existing and additional vehicles accessing the gate.

The same would apply for any new entrance, which should accommodate a HGV vehicle off the highway also and this is already shown on Ashton Smith GA Site Plan – Overall, and is deemed essential to the proposal

Pedestrian and cyclist access off the highway around the turning head should be provided to avoid the risk of cyclists or pedestrians crossing whilst HGV's reverse into the turning head. This would involve negotiation with third party land outside the highway authority control. The screenshot below shows the third party land in grey below, adjacent to the highway turning head in yellow (adopted highway on an unclassified road)



We would require the applicant includes for detailing, applying for and instigating double yellow/no parking for the full extent of the turning head to deter any traffic parking and blocking either of the entrances and the turning facility. This would require a Traffic Regulation Order (TRO) instigated by the applicant, addressed to Jamie.Edge@wrexham.gov.uk . As you are no doubt aware this involves a lengthy consultation process.

Active Travel

In keeping with other proposed developments within the Wrexham Industrial Estate proposing to increase capacity, we request the applicant contacts Ms Gwen Thomas, Wrexham County Borough Council's Active Travel Lead to agree a proportional contribution towards improving Active Travel links to encourage increased use of cycling and public buses as a mode of transport for staff and visitors. Gwen can be contacted via gwen.thomas@wrexham.gov.uk . As there is no footway nor cycle track provision along the length of Ash Rd South, is access to Abbey Rd and Ash Rd North available?

A levels reduction of existing ground is noted to facilitate the connection to the turning head for the new HGV access.

Has a pedestrian crossing across the proposed new HGV entrance been considered?

Layout on site

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

Car Parking

The parking provisions proposed are below LPGN16e standards, 53 spaces instead of 74 recommended within the WCBC standards. By providing increased support for Active Travel Improvements we can consider accepting shortfalls with demonstration that there is adequate capacity at all times, including shift changeovers. Further clarity on this is requested.

Cycle parking proposals and disabled provision as referred to in the TA is acceptable. Are shower and locker spaces provided to encourage cycle use?

The provision of EV chargers and increased staff to manage the traffic flows is noted

Should the application be successful, we ask that the applicant to coordinate with our highways roadworks department and include our standard advisory note below.



Chief Officer, Environment & Technical

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.