

Norish Food Care, Wrexham (P/2024/0247) Response to Highways comments dated 10th July 2024

1. This Transport Note has been prepared to respond to comments received by the Highways Officer with regards to the extension proposals at Norish Food Care, Wrexham Industrial Estate, Wrexham.
2. The Note sets out the comments in order, with a response provided by TTP in red below the respective comments.

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:

1. 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.
2. 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
3. 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)
4. 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.

1. The proposed location for the staff car park gates is considered acceptable as these are in the same location as the existing gates. On the basis that there are no existing highways issues with the location of the gates as existing and given the minor uplift in staff numbers, this would not give rise to any impact on the public highway. If required, the client would consider ensuring the gates are kept open in the morning period to alleviate the Council's concerns.
2. There is sufficient stacking space for an HGV to wait off the highway, as indicated on the plans.
3. The provision of this pedestrian and cycling infrastructure is not considered to be either a reasonable and / or an appropriate request on the basis that there is no existing infrastructure to tie this into, as well the fact that the number of HGV's reversing at the turning head will be low as this will become the HGV / operational access for the site. There is no through route provided and therefore there is no reason for vehicles to turn here.
4. As the turning head is proposed to serve the HGV / operational vehicle access for the site, it is considered that vehicles would not stop / turn in this location as they would now block access to the site. In addition, as this is not a through route, any vehicles using this area as a turning head will be minimal and also now be discouraged to do so by the new access point created. It is also pertinent to note that a review of Ash Road South between the site and Bridge Road South indicates no areas of double yellow lines at junctions / accesses. On this basis, the provision of double yellow lines and a TRO is not considered a reasonable / appropriate request for the proposals.

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?

We have made contact with the Active Travel Lead. As there will only be a small increase in the number of staff on-site, we expect any contribution to be proportionate to this and therefore minor in terms of cost.

In terms of levels, this will be dealt with following planning consent and as part of detail design.

Following an internal meeting, a pedestrian crossing was considered albeit additional infrastructure does not seem appropriate due to a) no surrounding infrastructure to tie into and, b) as we deem the provision of the infrastructure not appropriate to deliver, we would not want to encourage pedestrian activity in this area due to potential conflicts with HGV vehicles; the provision of a crossing across the access point would also deviate pedestrians from the existing natural desire line into the staff car park / entrance, which staff are already familiar with.

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

The car parking standards are a maximum of which this is below the maximum standard and, based on the operational requirements of the site can be justified. The provision is 13 car parking spaces additional to the existing 40 spaces and is considered sufficient based on the low number of increases in staff. It is pertinent to note that the proposals will result in a largely automated warehouse, hence there will not be a material increase in the number of staff, with additional parking requirements / needs minimal.

As previously mentioned, we have also made contact with the Active Travel Lead to discuss a reasonable / proportionate contribution.

With regards to shower and locker spaces, it is understood that these are already provided in the office block.

