

Technical Note No. 2

Project: Land Adjacent to H-pack, Davy Way, Llay, Wrexham

Title: **PA: 2023/0500– Response to Highway Comments Raised in the Meeting Dated 30/01/24**

Date: 31 January 2024

1.0 Introduction

- 1.1 The purpose of this note is to provide the additional information/ clarity on points raised in a meeting held on 30th January 2024, on MS Teams, with Wrexham Borough Council (WBC) Highways and Mott MacDonald (highway advisors to WBC).

2.0 Staff Information from the Operator

- 2.1 The end user has confirmed that there will be a total of 150 staff employed on-site; split over two 8-hour shifts. Shift patterns will be 06:00 – 14:00 and 14:00 – 22:00. Shift changes therefore do not coincide with the highway peaks. As with the existing parking accumulation data (TN01 Appendix A), the shift changes at 14:00hrs will represent the peak car parking demand on-site, as there will be overlap of parking between the two shifts.
- 2.2 Mode split data has been obtained from the operator for the existing warehouse. Based on their current employee base 20% of employees travel by private car and 80% travel via sustainable modes. This information will be used to inform the targets for the Travel Plan, which will be conditioned, should the application be approved. It should however be noted that this information has not been used in the assessments undertaken in the Transport Assessment or subsequent Technical Notes i.e., no sustainable discounts have been applied. The assessments presented in the Transport Assessment and Technical Notes (operational capacity assessments, parking accumulation assessments etc) have been based on the TRICS database and the land use category '02 Employment F – Warehousing (Commercial).

3.0 Car Parking Provision

- 3.1 Wrexham Borough Council consultants have requested that clarity be provided on the number of parking spaces (existing and proposed) provided on-site: This information is detailed below.

Existing Car Parking Provision

- 3.2 There are currently a total of 160 car parking spaces in association with H-Pack. These are split over two areas, with c.120 (poorly marked) car parking spaces provided within the western car park and 40 car parking spaces provided within the eastern car park.

Proposed Car Parking Provision

- 3.3 The development proposals will result in an overall car parking provision of 183 spaces, with 135 car parking spaces provided around the new warehouse and 48 car parking spaces provided within the eastern car park. This represents a net increase of 23 spaces.
- 3.4 This is illustrated in drawing 11373-PL-L08-C contained in **Appendix A**.

Summary of Car Parking Provision

- 3.5 The existing and proposed car parking provision is summarised in **Table 3-1**.

Table 3-1: Car Parking Provision

Location	Existing	Proposed
Western Car Park/ around the new Warehouse	c.120*	135
Eastern Car Park	40	48
Total Car Parking Provision	160	183

* Poorly marked

4.0 Parking Accumulation Data

- 4.1 H-Pack propose to use the warehouse as a 'dark warehouse,' where staffing numbers will be minimal. However, Wrexham Borough Council consultants have requested that the car parking provision on-site, future proofs the site for any further B8 storage and distribution use.

- 4.2 The parking accumulation survey undertaken on-site and detailed in Technical Note 01 demonstrates that the existing warehouse (c. 200,000 sqft/ 18,580 sqm) has a maximum parking demand associated with its use of 39 spaces (Tuesday 11:00 – 11:15). Projecting this parking demand to the proposed warehouse (160,000 sqft/ 14,865 sqm), would result in an additional parking demand of 31 spaces or a total parking demand on the site of 70 spaces. This provides unambiguous evidence that this type of operator, in this location, attracts a maximum parking demand well below the standards dictated by policy.
- 4.3 However, in order to address Wrexham Borough Council consultants concerns that an alternative end user would require additional parking, data from the TRICS database (land use category Commercial Warehouse) has been used, as per Technical Note 01. This results in a maximum parking demand for the proposed warehouse of 122 spaces. Therefore, the development proposals would result in a total maximum car parking demand on-site of 162 car parking spaces.
- 4.4 The development proposals include the provision of 183 car parking spaces, which is sufficient to accommodate the TRICS demand and equates to an occupancy level of 89% (even when accounting for shift changes).
- 4.5 It should be noted that if the TRICS B8 land use category Warehouse (Storage) was used in the assessment, the parking accumulation would be significantly lower, resulting in a maximum parking demand of 23 spaces in association with the proposed Warehouse. This highlights that the use of the land use category Commercial Warehouse in the calculations are robustness and represent a worst case scenario. It should also be noted that any future operator at the site would account for the availability of car parking when assessing the sites commercial viability for its business.
- 4.6 It is therefore concluded based upon the evidence presented above that this level of parking is sufficient to accommodate the demand of the proposed development as set out in this planning application, should another B8 operator locate there.



APPENDICES



APPENDIX A

PROPOSED SITE LAYOUT

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CDM REGULATIONS 2015 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING:

SCALE 1:1000



0m 10 20 30 40 50 60



1. DRAWING PRODUCED BASED UPON OS AND TOPOGRAPHICAL SURVEY DATA.
2. LAYOUT HAS BEEN SUBJECT TO VEHICLE TRACKING
3. REFER TO DRAWING 11373-PL-L10 FOR DETAILED SITE PLAN TO WESTERN PORTION OF SITE
4. FOR PROPOSED LANDSCAPING REFER TO SEPARATE LANDSCAPE PROPOSALS SUBMITTED WITH THIS APPLICATION
5. FOR RACKERY LANE VISIBILITY SPLAYS REFER TO CAMERON ROSE DRAWING NO.: 735-01/GA-02 (REV C)

C	30.01.24	14NO. ADDITIONAL STAFF PARKING BAYS SHOWN MARKED WITHIN EASTERN CAR PARK	JH
B	16.10.23	GATE ARRANGMENT TO DAVY WAY AMENDED FOLLOWING HIGHWAYS FEEDBACK; NOTES UPDATED	JH
A	19.07.23	DRAWING UPDATED TO SUIT HIGHWAYS OFFICER FEEDBACK; PATH ADDED FROM DAVY WAY; NO. OF ACCESSIBLE PARKING BAYS INCREASED	JH

REV.	DATE	NOTES	INIT.
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CLIENT / PROJECT



DRAWING TITLE
WIDER SITE PLAN

STATUS **PLANNING**

DATE	DRAWN	SCALE @ A2
SEPT. '22	AJP	1:1000

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
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DRAWING NO.

11373	PL	L08	C
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Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix; Colour	C

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