

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2023/0500	FAO:	Jenni Perkins
		Your Ref:	P/2023/0500
Date:	22 September 2023		

**Land Adjacent to H-pack, Davy Way, Llay, Wrexham, LL12 0PG
Erection of 1no B8 Storage and Distribution building and associated access and external works at Land adjacent to H-Pack, Davy Way, Llay**

Further to your consultation letter dated 22/08/2023 in respect of the above, I comment as follows: -

Existing site

The existing H-Pack unit is served via an existing vehicle access on Davy Way/Ffordd Davy in the southwest corner of the site and is used by all vehicles (HGVs and cars). A separate dedicated access serving the Sharp Manufacturing unit is located approximately 90m to the east of the H-Pack access on Davy Way.

B5378 Rackery Lane forms the eastern boundary of the applicant's land and is a classified road. The speed limit on Rackery Lane changes from 40mph to 50mph immediately to the north of Bluebell Cottage, in the vicinity of a proposed site access.

Proposed development

The application is for the erection of a single B8 Storage and Distribution building and associated access and external works at land adjacent to H-Pack, Davy Way, Llay. The development will provide additional storage capacity associated with the existing H-Pack manufacturing unit.

The proposed building will have a total Gross External Area of 14,865m², within the building 764m² of offices are proposed at ground and first floor while Staff welfare facilities are proposed on the ground floor and on the internal first floor. The applicant states that:

"The proposed warehouse is classified as a 'dark warehouse'. A dark warehouse is defined as a fully automated warehouse that operates without the use of human labour; you can simply turn the lights out and operation will continue to run. The employee trip attraction associated with the proposed warehouse will therefore be limited"

Proposed Access Arrangements

Existing site access (Davy Way)

The existing site access on Davy Way will be improved to provide access for HGVs only, comprising 9.0 metre entry kerb line radii and dropped kerb, with associated tactile paving. The proposed access arrangements are shown on Cameron Rose drawing 735-01/GA-03 (Transport Assessment (TA) Appendix B). Security gates are not shown on this drawing. However it is noted that security gates are shown on the Proposed Site Plan (RGP architects drawing 11373-PL-L10_A) set back approximately 14m from the edge of carriageway and opening outwards towards the public highway.

Recommendation: Revised drawings should be submitted ensuring consistency across the submissions. If proposed, security gates should be set back to from the edge of carriageway 20m (to accommodate a stationary HGV) and should open inwards away from the public highway.

Proposed site access (B5378 Rackery Lane)

A dedicated access for cars, pedestrians and cyclists is proposed from B5378 Rackery Lane. This is proposed to serve all H-Pack staff and visitors arriving by car, whether accessing the new or existing H-Pack buildings.

The new vehicular access comprises a simple priority T-junction, including a barrier-controlled access/egress set approximately 30m back from the edge of carriageway and security gates (assumed to be for out of hours use), to be set 20m back from the edge of carriageway. This is considered to be acceptable.

The TA presents the results of an Automatic Traffic Count (ATC) survey that was undertaken on the B5378 Rackery Lane in June/July 2022 which concluded that the 85th percentile speeds on this road were 47mph in both the northbound and southbound directions. The TA states that based on Manual for Streets, visibility splays of 84m are required and can be achieved based on site observations and topographical survey measurements.

However, the proposed access is located outside of a built-up area and should therefore accord with visibility splays set out in Annex B Table A of Planning Policy Wales Technical Advice Note 18: Transport (TAN18). It should therefore be demonstrated that a y-distance of 160m should be provided in both directions. This is commensurate with an observed 85th percentile wet weather speed of 53mph (rounded up from 47mph and noting that no allowance for interpolating between Stopping Sight Distances (SSD) is permitted for SSD's derived from Table A).

Notwithstanding the reference to MfS in the TA, drawing 735-01/GA-02 Rev B presents visibility splays of 2.4m x 160m to the left of the site access and 2.4m x 120m to the right of the site access.

Recommendation: The applicant should demonstrate that visibility splays of 2.4m x 160m can be achieved in both directions.

Internal network

An informal pedestrian crossing on a raised table is proposed across the site access within the site. and footway is to be provided within the site and this is considered to be acceptable.

Parking and Turning Provision

Proposed warehouse

The TA and proposed site plan (Drg. No. 11373 PL L10) indicates that 135 car parking spaces will be provided for staff and visitors, of which 13 spaces will be accessible spaces, equating to 9.6% of total provision. This approximately accords with WCBC's Local Planning Guidance Note 16 (Parking Standards). A further 12 HGV loading docks are also proposed to serve the new unit.

To accommodate the proposed site access on B5378 Rackery Lane, six parking spaces within the existing car park will be removed.

Parking accumulation

The applicant provides no information regarding the occupancy levels of the existing H-pack car park and across the wider site. The applicant should demonstrate that the proposed parking provision across the existing and proposed H-Pack sites is sufficient to accommodate the forecast parking demand associated with the existing and proposed units. This should be based on parking occupancy surveys of the existing development (across the whole site, including informal parking areas) with the addition of the proposed parking demand associated with the new warehouse development. This assessment should demonstrate that the development will not result in overspill on the surrounding public highway.

Recommendation: a parking accumulation assessment is requested taking in to consideration the existing and proposed H-Pack units

Servicing / Deliveries / Waste Collection

Swept path analysis has been provided, showing the movement of HGVs within the site. It is noted that the drawing shows HGV's utilising an area identified as verge in front of the proposed HGV loading docks. **Recommendation: drawings are updated to demonstrate that the movements can be achieved without utilising the area of landscaping.**

Traffic Generation

A development of this nature is considered likely to generate a significant number of vehicle movements compared with the previous use. However, the additional HGV trips generated by the proposed development will be on routes already used by HGVs serving the industrial site. In addition, staff will be working in shifts outside of peak hours. The submitted trip generation calculates that there will be approximately 10-15 two-way HGV trips in the AM peak hour and 4-5 two-way vehicle trips in the PM peak hours generated by the proposed development. This is not expected to result in a significant impact on the local highway network.

Modelling

The following junctions have been modelled on PICADY or LINSIG:

- Davy Way/ Site Access – priority-controlled junction – PICADY
- B5373 Rackery Lane/ Proposed Site Access – priority controlled junction – PICADY
- B5373 Rackery Lane/ Davy Way – priority-controlled junction - PICADY
- Crown Crossroads - B5102 Llay Road/ B5102 Straight Mile/ B5373 Gresford Road - signalised crossroads junction - LINSIG. 6.3.2

The assessments indicate that the junctions are forecast to operate within their operational capacity following the introduction of the proposed development.

Conclusion

This Service requests further information/amendments:

- Existing site access (Davy Way): Revised drawings should be submitted ensuring consistency across the submissions. If proposed, security gates should be set back to from the edge of carriageway 20m (to accommodate a stationary HGV) and should open inwards away from the public highway;
- Proposed site access (B5378 Rackery Lane): the applicant should demonstrate that the required visibility splays of 2.4m x 160m in both directions can be achieved;
- A parking accumulation assessment is requested taking in to consideration the existing and proposed H-Pack units;
- Swept path analysis drawings should be updated to demonstrate that the movements can be achieved without utilising the area of landscaping;

If planning permission is granted, the development should be subject to the following conditions:

- A Construction Traffic Management Plan including details of contractor parking and an appropriate route for construction traffic should be submitted prior to commencement of development;
- Service & Delivery Management Plan should be submitted prior to commencement of development;
- Final Travel Plan to be submitted within six months of occupation of the site.



Chief Officer, Environment & Technical