



**Sylvia Jeffrey Site
Queensway Industrial Estate
Wrexham**

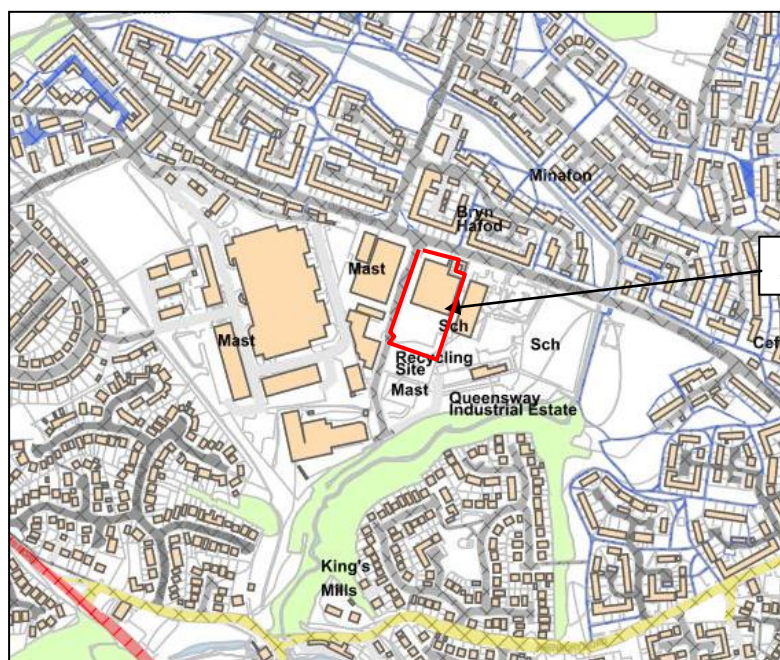
Highway Statement

Colin Simpson CEng. MICE. MCIHT.BTech.
Highway Planning Services
Whitchurch Road
Chester
CH3 5QB
07789 851232
highwayplanningsolutions@btinternet.com

1 Project Brief

Highway Planning Services has been commissioned to consider the highway implications associated with a change of use from factory unit to Builder's Merchants of the former Sylvia Jeffrey site off Queensway, Wrexham.

2 Site Location and Description



- 2.1 The site consists of a factory unit and rear service yard most recently used by Sylvia Jeffrey, a clothing manufacturer; the site is currently unused.
 - 2.2 The site fronts onto Queensway but is accessed from an un-named, adopted road which leads between the site and the adjacent Fibrax factory.
 - 2.3 There are three existing gateways which provide vehicular access into the site; all three have been in recent use.
- 3 Development Proposals
- 3.1 Planning application (P/2023/0745) for a change of use was submitted to the planning department in November of last year.
 - 3.2 The Highway Authority raised a number of questions related to change in traffic generation and access; a copy of the highway response is included in the appendices to this report.
 - 3.3 Prime highway concerns related to the scale of potential traffic movements and implications of any significant increase, restricted visibility when exiting the site and the potential of conflicting vehicle movements in relation to traffic entering/exiting the Fibrax site.
- 4 Traffic generation
- 4.1 In the response to planning, the highway officer made reference to staff numbers and daily deliveries made to the former Sylvia Jeffrey factory; these figures were based on information provided by a former employee. Whilst it is accepted that there were recently 30 employees at the site and that there were in the order of 6 daily HGV trips plus other LGV movements, there were previously up to 200 employees. Allowing for lift sharing, pedestrian/cycle/bus use, it would be not be unreasonable to expect 30 employees to generate at least 20 staff trips per day(200 employees generating significantly more); these being concentrated at the start/end of the working day. Comparing staff/LGV movements with HGVs, the HGV proportion is likely to have been in the order of 10-15%.
 - 4.2 Whilst these are a relevant consideration, it should be remembered that any alternative B2 user (moving into the premises without the need for planning consent) could generate different patterns of vehicular movement.
 - 4.3 In order to undertake a comparison between traffic generation of B2 uses and the proposed A1/B8 uses, it would be standard practice to obtain traffic

generation data from the TRICS Database. An approach was made TRICS but whilst they were able to provide traffic movements associated with B2 uses, they were unable to provide anything relevant to the proposed builder's merchant (a confirmation email is included within the appendices).

4.4 In the absence of TRICS data it has been necessary to revert to first principals. The applicant operates a similar but larger, builder's merchants at their site at Ewloe. Trading records indicate that Mondays are the busiest trading day at the Ewloe site; a manual traffic count was undertaken on Monday 29th January. The Ewloe site includes additional uses such as waste recycling and skip hire; traffic to these operations were omitted from the survey. Full results from the survey are included within the appendices.

4.5 Traffic survey results indicate 335 daily trips of which approximately 10% were HGV movements. The Ewloe site has a total floor area of 7558m² whereas the Wrexham site has an area of 3061m²; traffic generation is anticipated to be proportional to the difference in scale of the two sites i.e. traffic flows at Wrexham are expected to be 40% of those at Ewloe.

	Ewloe	Wrexham (40% of Ewloe)	Possible/indicative Sylvia Jeffrey
07.00- 08.00	26	10	20 (employee entry only)
08.00- 09.00	32	13	1
09.00- 10.00	44	18	3
10.00- 11.00	47	19	1
11.00- 12.00	40	16	1
12.00- 13.00	27	11	6
13.00- 14.00	29	12	2
14.00- 15.00	43	17	1
15.00- 16.00	25	10	2
16.00- 17.00	10	4	20 (employee exit only)
Total trips	323	130	37

- 4.6 The Sylvia Jeffrey figures are an assumption based upon available information but represent the staff arrival and departures with other deliveries/pick-ups distributed throughout the working day.
- 4.7 The above analysis indicates that the proposed change of use is likely to result in increased overall daily traffic movements when compared to those of the previous use of the site however the number of potential movements is not expected to be excessive.
- 4.8 Traffic flows are shown to be distributed throughout the day with peak movements not exceeding those generated by previous employee arrivals and departures.

5 Restricted Visibility at Accesses

- 5.1 The site is bounded by metal palisade fencing and it is accepted that this fencing currently obstructs the visibility available to drivers exiting the site. The width of the three gateways varies between 6 and 11 metres; when measured from the centre of the gateway, 2.4m back from the edge of the road, available visibility is in the order of 12m at the northern gateway increasing to 20m for the wider central gateway. For a road subject to a 20mph speed restriction, minimum visibility should be 25m.
- 5.2 It is accepted that visibility needs to be improved at each gateway that will be used by exiting vehicles. This can be achieved relatively easily by setting back the gate into the site and re-aligning an appropriate length of fence either side of the gate.
- 5.3 It is proposed that the northern gateway will be used as an entry only for car/LGV use by staff and customers.
- 5.4 The central gateway will be the access point for all HGV movements and will also operate as the main exit point. Appropriate signage identifying both the exit point and prohibiting exit at the northern gateway will be provided.
- 5.5 The southern gateway provides access the bottom area of the yard; this area of the yard will be used for the storage of bulk materials. The storage of materials in this area will obstruct the access way and the southern gate will not be in general use.

5.6 A drawing indicating proposed access arrangements and improved visibility at exit has been included within the appendices.

6. Conflict of vehicle movements

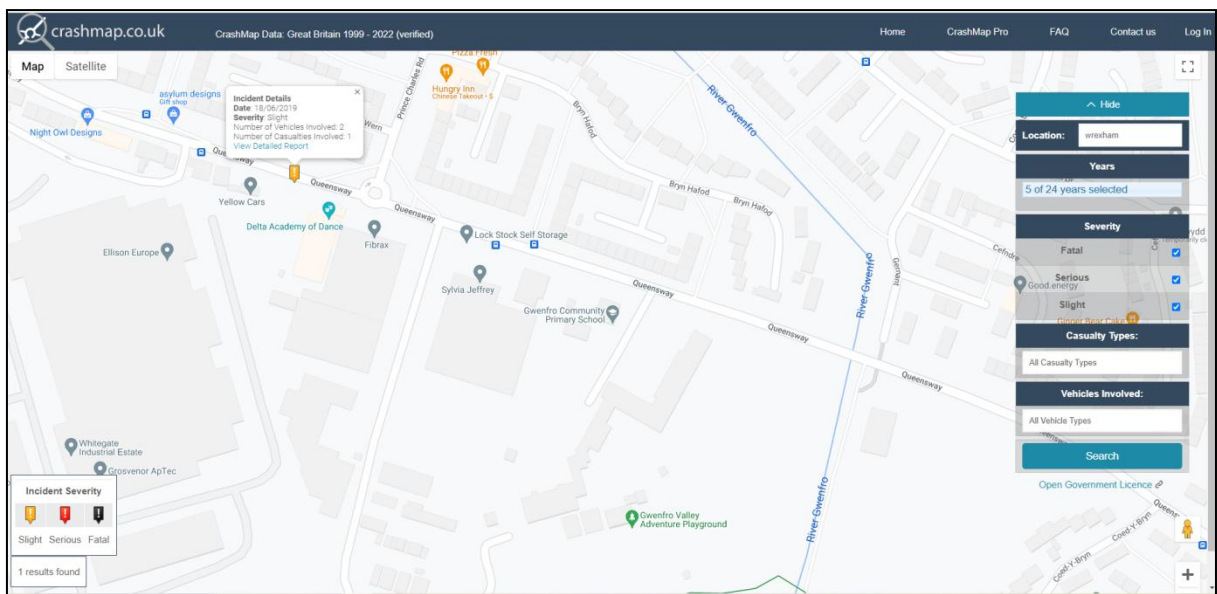
6.1 The Highway Officer has raised concern related to the existing layout of gateways in relation to those providing access into the Fibrax site opposite. Whilst cross-road layouts are not ideal, these are existing layouts which have operated without concern for a number of years. The previously discussed traffic movement analysis indicates that peak hour movements of the proposed builder's merchants, is unlikely to exceed the peak rates associated with the former Sylvia Jeffrey use.

6.2 The following extract from the CrashMap database highlights the locations of both the Sylvia Jeffrey and Fibrax gateways; the lack of recorded accidents is an indication that the accesses have operated without incident over the full period of 24 years of available data.



(the recorded incident, positioned within the factory yard, has been incorrectly plotted on the database and actually relates to an incident on a pedestrian crossing on the A525)

- 6.3 A larger scale search of the latest five year period of the CrashMap database reveals only one single traffic accident recorded within 300m of the site. This incident involved a collision between two vehicles that resulted in slight injury to one person; this incident is not considered to be significant in relation to the proposed change of use.



- 6.4 Closure of the northern gateway as an exit point (as described in para. 5.3 above), will provide a positive benefit by removal of any conflict between this exit and the main exit point from the Fibrax staff parking area opposite.

7 Active Travel

- 7.1 The Highway Officer suggested that Active Travel requirements be discussed with the Strategic Transport Manager; unfortunately, at the time of preparation of this report, no response has been received to telephone or email enquiries.
- 7.2 The proposed use is that of builder's merchant specialising in trade sales of bulky and heavy materials. It is envisaged that all customers will travel to and from the site in appropriate vehicles; pedestrian, cycle or bus access by customers is not envisaged.

7.3 It is envisaged that 12 staff members will be employed on site; this is a reduction from the thirty previous employees of the factory and on that basis the planned change of use will result in a lower demand for active travel facilities.

7.4 All roads within the area are subject to a 25mph speed restrictions with the main access roads of Queensway and Montgomery Road, provided with additional speed reducing features (carriageway narrowing and speed humps). Access to the site is considered to be suitable for pedestrians and cyclists.

7.5 Bus service no.41 passes along Queensway with stops within the length of site frontage; services are at approximately half hour intervals providing staff an opportunity to travel by bus.

8 Other considerations

8.1 The highway Officer discussed requirements for refuse collection/recycling, the provision of a Service Management Plan and a Construction Traffic Management Plan. The site is easily accessible by HGVs and appropriate turning facilities are available within the yard area; it is believed that these are issues to be dealt with following grant of the current application and can be protected by inclusion of appropriate conditions.

9 Conclusions

- The proposed change of has the potential to generate an increased level of daily traffic movements when compared to the former Sylvia Jeffrey use however any increase in the number of movements is not considered to be significant.
- The busiest hours associated with the Sylvia Jeffrey use were employee arrivals and departures at the beginning and end of the working day; these peak generation rates will not be exceeded.
- The visibility available to drivers exiting the premises is currently sub-standard but this will be improved, relatively simply, by setting back exit gateways and the adjacent fencing. Minimum visibility splays of 2.4x25m will be provided at the exit.

- Existing gateways have operated without incident for a period of over 20 years; the proposed change of use will have no detrimental impact.
- Closure of the northern gateway as an exit point, will remove any conflict with the main exit point from the Fibrax parking area opposite.

With regard to highway requirements, the site is considered suitable for the proposed change of use.

Appendices

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2023/0745	Your Ref:	P/2023/0745
Date:	22/11/2023		

**TOWN AND COUNTRY PLANNING ACT 1990
NEWID DEFNYDD ADEILAD O DDOSBARTH B2 (WARWS DIWYDIANNOL) I DDOSBARTH A1
(WARWS MANWERTHU) A DOSBARTH B8 (STORFA A DOSBARTHU) / CHANGE OF USE OF
BUILDING FROM CLASS B2 (INDUSTRIAL WAREHOUSE) TO CLASS A1 (RETAIL
WAREHOUSE) AND CLASS B8 (STORAGE AND DISTRIBUTION)**

UNIT 7 AND 9 QUEENSWAY INDUSTRIAL ESTATE WREXHAM
Grid Ref: E 334920.3 N 349628.8

I refer to your consultation / email dated 07/11/2023 in respect of the above.

Access

The proposed development site is located on the Queensway Industrial Estate Road which is an unclassified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any existing / proposed access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

The existing industrial site (former Sylvia Jeffery Factory) appears to have 3 no. existing accesses served off the Queensway Industrial Estate Road as follows:-

- Northerly Access
- Central Access
- Southerly Access

The submitted layout plan (Drg.No. 2309-SLP Rev AR3) indicates the existing / proposed access points but does not indicate the available / proposed visibility splays. **I would recommend that this detail is indicated on a revised layout plan** along with any potential improvements to these access points.

Northerly Access

This access is located approximately 22m south of the junction with Queensway. It is proposed to utilize this access for customers and staff as an "in only" access. I would recommend that appropriate signage is provided to control this. **Detail of signage not shown on submitted layout plan.**

Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 7m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing boundary fence. Visibility could be improved by setting back the fenceline.

This access is approximately 5.4m wide and is gated 1.7m behind the adjoining highway. The access is surfaced with hard bound materials. The access takes the form of a dropped kerb vehicular crossing.

I would normally recommend that any gates are setback at least 5m behind the adjoining highway. However, I assume that the gates will remain open during operational hours.

The access is not ideally located given its proximity to the access serving Fibrax on the opposite side of the road.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements using this sub-standard access.

Central Access

This access is located approximately 95m south of the junction with Queensway. It is proposed to utilize this access for customers and staff as an "out only" access and also for deliveries as an "in / out" access. I would recommend that appropriate signage is provided to control this. **Detail of signage not shown on submitted layout plan.**

Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 11m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing boundary fence. Visibility could be improved by setting back the fenceline.

This access is approximately 10.4m wide and is gated 1.9m behind the adjoining highway. The access is surfaced with hard bound materials.

I would normally recommend that any gates are setback at least 20m (assuming articulated HGVs will be visiting the site) behind the adjoining highway. However, I assume that the gates will remain open during operational hours.

The access is not ideally located given its proximity to the access serving Fibrax on the opposite side of the road.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements using this sub-standard access.

Southerly Access

This access is located approximately 130m south of the junction with Queensway. No details of proposed use of this access have been provided. **I would recommend that this detail is provided.**

Visibility from this access is inadequate in the northerly direction providing a splay of approximately 2.4 x 12m measured to the nearside edge. Visibility is impeded in this direction by the existing boundary fence. Visibility in the southerly direction is adequate providing a splay in excess of 2.4 x 25m measured to the nearside edge.

Visibility could be improved by setting back the fenceline.

This access is approximately 6m wide and is gated approximately 4.1m behind the adjoining carriageway. The access is surfaced with hard bound materials.

Assuming the access could be used by articulated HGVs, I would normally recommend any proposed gates are setback a minimum distance of 20m behind the adjoining highway.

The access is not ideally located given its proximity to the access serving Fibrax on the opposite side of the road.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements using this sub-standard access.

Traffic Generation

No details of the previous / proposed daily vehicle movements at the site have been provided (both staff, customers, deliveries). **This detail should be provided.**

In respect of the previous factory unit (former Sylvia Jeffery Factory), I understand that around 6 HGVs visited the site per day plus smaller vans.

Details of the specific use of the existing / proposed access points should be provided.

Parking & Turning Provision

In terms of parking provision, I comment as follows:-

Existing Use

I understand that the former Sylvia Jeffreys factory comprised a mixture of Class B2 / B8 Use with around 80% being used for storage (Class B8 Use) and 20% being used for Class B2 Use. I understand that factory previously employed around 30 staff.

The existing factory unit appears to comprise a total 3135m² gfa. Based on the above 80 / 20 class use split, the previous factory would have required a maximum of 38 spaces in accordance with LPGN 16.

The submitted layout plan (Drg.No. 2309-SLP Rev AR3) only shows the provision of 7 parking spaces at the northern end of the site. **I would request further clarification on the actual number and areas previously used for parking.**

Proposed Use

I understand that proposed development will employ around 12 staff.

The existing factory unit appears to comprise a total 3135m² gfa which I understand will employ around 12 staff.

It is not clear from the submitted information as to what proportion of the existing building will be used for either Class A1 or Class B8 Use. **I would request further clarification on this matter.**

The submitted layout plan (Drg.No. 2309-SLP Rev AR3) indicates the provision of 36 parking spaces plus 2 mobility spaces at the site (a minimum of 10% spaces to mobility standard should be provided). If the application is supported, I would recommend that all spaces are marked out with white lining materials.

In terms of turning provision, I comment as follows:-

I assume that 16.5m or 18.55m long HGVs will have previously visited / accessed the site and are able to access the site without any issues.

Active Travel

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking, potential financial contributions in respect of Active Travel improvements eg/ this could be conditioned via a s.106 agreement) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

Refuse Collection / Recycling

I would recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection. However, I assume that the units will be serviced by a private contractor.

Service Delivery Management Plan

If the application is considered to have significantly more deliveries than previously experienced at the site and is supported, it may be considered appropriate to include a condition requiring the submission of a Service Delivery Management Plan (SDMP) prior to commencement, which details how the business will operate in respect of delivery vehicles, details of how HGV deliveries will be staggered throughout the day etc. to avoid any parking of vehicles on the highway.

Construction Traffic Management Plan

If the application involves any significant refurbishment / construction works prior to opening, then I would recommend that a suitable condition is included as follows:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to read 'Ku Oeng', with a stylized flourish at the end.

Chief Officer, Environment & Technical

RE: Bureau Service Application:Vehicles only



Info | TRICS <info@trics.org>

To: C SIMPSON;
10/01/2024 15:05

2 | 1



2 Attachments | Download all as ZIP

[Change Image Settings](#) [Show Image](#)

Hi Colin,

Please find attached the 2 site lists for 02/C and 02/E.

I used the following parameters to get these site lists.

For the 02/C sites, I used the locations of Edge of Town and Suburban area and a GFA of between 1000m2 to 5000m2.

For 02/E I used the same location types and a GFA of between 1350m2 (the lowest available) to 5000m2.

Let me know if you are happy with these 2 site lists so I can go ahead and produce the reports.

Unfortunately, we don't have anything suitable for builders merchants. It's just not something that we have regularly requested. I will however make a note that you requested them and maybe it's something we can look at surveying in the future.

Kind regards

Harry Summerfield
Operations Officer
TRICS Consortium Ltd

10 Ashdon House
Moon Lane
Barnet EN5 5YL
020 3927 8488
07826 180609
harry.summerfield@trics.org

TRICS Consortium Limited – a company wholly owned by Dorset Council, Hampshire County Council, East Sussex County Council, Kent County Council, Surrey County Council and West Sussex

Time	Customer LGV	Customer HGV	Customer Total	Service HGV Tally	HGV Total	Other Tally
07:00			6			
07:15			6			
07:30			9			
07:45			8			
08:00			6			
08:15			4			
08:30			8			
08:45			13		1	
09:00			14		3	
09:15			8		1	
09:30			8		4	
09:45			6			
10:00			14		4	1
10:15			10		1	
10:30			8		3	
10:45			6			
11:00			11		1	
11:15			9			
11:30			7			
11:45			11			1
12:00			8		3	
12:15			8		1	
12:30			5		1	
12:45			4		1	1
13:00			5		2	
13:15			7		1	1
13:30			3			
13:45			10			
14:00			6		1	
14:15			9			
14:30			11		3	
14:45			13		1	1
15:00			5			
15:15			7			
15:30			5			
15:45			8		2	
16:00			7			
16:15			2			
16:30						
16:45						
Total			295		34	6

HGV is our own Wagons & Supplier wagons



Materials
Storage

25500 zone for turning of large vehicles

25500 zone for storage of materials

Customer
& Staff Parking

Sign 3

Sign 2
Sign 1

Customer
& Staff in

Sign 4

Customer
Parking

Sign 5

Customer
Parking

Sign 6

Customer & Staff out,
Deliveries in & out.

Sign 7

Existing gate to be repositioned
and fence line modified to
create new vision splay.

Sign 8

25000 vision splay

25000 vision splay

Site Plan as Proposed

Scale 1:200
0 m. 10 m. 20 m.

- Sign 1 CUSTOMER & STAFF ENTRANCE
- Sign 2 NO EXIT
- Sign 3 CUSTOMER PARKING
- Sign 4 EXIT
- Sign 5 THORNCLIFFE DELIVERIES
- Sign 6 EXIT ALL VEHICLES

Planning Issue
February 2024

AGS	22-02-24	Planning Issues
PR1	23-02-24	Final Issues
Rev	Issue	Notes

PROPOSED
Proposed Change of Use.
at
Former Sylvia Jeffery Site
Queensway Industrial Estate
Wrexham
LI13 8YR

PROPOSED TITLE
Proposed Site Plan.

SCALE AT A1	DATE
1:200 @A1	23-02-24

PROPOSED NUMBER	REVISION
2809-01	AR1