

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Head of Economy and Planning
Our Ref:	ET/DC/MM/P/2023/0500	FAO:	Jenni Perkins
		Your Ref:	P/2023/0500
Date:	13 February 2024		

**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 a meeting with the applicant on 30 January 2024 and new information received on 1 February 2024 in respect of the above, I comment as follows: -

Previous comments

Wrexham highways commented on this application in December 2023. Summary of the comments is as follows:

The accumulation data provided within the parking assessment demonstrates that insufficient parking is provided at the development site to accommodate the cumulative demand for the existing H-Pack site and the proposed development. The reduction in parking at the existing H-Pack site in combination with the provision of new parking spaces below WCBC standard results in an under-provision across both H-Pack and the proposed development site. Only a small fluctuation in traffic generation would lead to car parks becoming full. This will result in car parking taking place outside the site possibly on street which is unacceptable.

The applicant puts forward a case that traffic generation of the site will be significantly lower than that assessed and therefore parking is acceptable. This cannot be accepted unless clear evidence is provided by the applicant that the 80% sustainable travel for staff at the site is a realistic and achievable mode target. Census data shows that for those travelling to work in the area predominantly use the private single occupancy car.

New Information Received

Further information has been received from the applicant:

- Drawing L02C Proposed Block Plan
- Drawing L08C Wider Site Plan
- Drawing L13B Detailed Site Plan Rackery Lane Entrance
- 240131_731-01-TN02_Highways Response

Commentary on this is provided in this note.

Parking

The applicant has confirmed that there are 160 existing car parking spaces associated with the existing site. This includes 120 poorly marked car parking spaces in the western car park and 40 car parking spaces within the eastern car park.

The applicant has confirmed in the Highways Response that the total parking available at the site with the proposed development would be 183 (a net increase of 23 car parking spaces).

The Highways Response details that, using TRICS using category "Commercial Warehouse") for a robust assessment parking demand would peak at 122 for the proposed development or 162 for total on-site.

It is noted that demand is lower using existing parking surveys of the site or if an alternative land use (TRICS B8) is used.

This is accepted.

Modal Split and Travel Plan

It is noted that that the existing site operator has supplied information suggesting that around 20% of existing staff drive to the site and 80% travel sustainably. It is understood that this information was used to inform Travel Plan targets but not to inform any of the parking demand calculations.

As previously commented on the aspiration for 80% sustainable staff travel would appear challenging to achieve on account of the lack of public transport options in the immediate vicinity of the site (infrequent bus services and train station located over 3km away) and location of the site some distance from dense residential development. A check of Census travel to work data suggests that modal split in the local area for employees is 80% by private car.

A Framework Travel Plan has been submitted with the application which includes monitoring, setting of travel targets, provision of travel information. Notwithstanding this given the 80% travel by car is the baseline for travel to work in the local area the measures included within it do not appear on face value to be sufficiently robust to achieve 80% sustainable travel given the sustainable transport infrastructure in the immediate vicinity.

The Framework Travel Plan model split is very challenging however this can be addressed in the Travel Plan. It is recommended that a Travel Plan is conditioned should planning permission be granted.

Conclusion

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; This should refer to our Standard Guidance Notes appended to this response.
- Service & Delivery Management Plan should be submitted prior to commencement of development;
- A Car Park Management Plan
- Final Travel Plan to be submitted within six months of occupation of the site.



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.