

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2023/0482	FAO:	Jenni Perkins
		Your Ref:	P/2023/0482
Date:	21 September 2023		

Land at Ash Road North, Wrexham Industrial Estate, LL13 9JT Construction of manufacturing facility and associated car parking and landscaping

Further to previous correspondence dated 11/08/2023 I comment as follows:-

The proposal is for construction of a 3-storey manufacturing facility of approximately 11,220m² on the eastern side of Ash Road North at Wrexham Industrial Estate. This would supplement existing Ipsen facilities located on the western side of Ash Road North.

A previous warehouse was demolished on the site in 2019. At present a portion of the site is used for overflow parking by Ipsen staff working on the western side of Ash Road North.

A separate planning application has been submitted under reference P/2023/0113 for a temporary office building, this would be located within the boundary of this application. The application for the temporary office is for a period of up to five years.

A Transport Statement (TS) has been prepared on behalf of the applicant by Axis, dated July 2023. A review of this has informed the below response.

Site Access and Layout

The development site is located on Ash Road North, an unclassified road subject to a 40mph speed limit.

It is proposed the existing access will be retained for the development. Swept path drawings have been provided for a 16.5m rigid HGV and 15T tanker, the largest vehicles which will access the site. The access is approximately 6.5m wide at its narrowest point. As such the tracking indicates there is insufficient width to allow a car to pass while a HGV is entering/exiting the site. WCBC request the access is widened to permit two-way vehicle movements with revised tracking demonstrating this arrangement.

Swept path drawings indicate HGV access to the servicing area at the southern side of the building. This demonstrates HGVs will have sufficient space to enter and exit the servicing area in forward gear and is accepted.

WCBC request a visibility splay is provided for the existing site access junction in accordance with TAN18.

Accessibility

A Section 38/278 planning condition was agreed as part of planning permission P/2017/0919 in relation to the footways/pedestrian facilities between the applicant's existing site on the west side of Ash Road North and the site of the proposed development. The works are detailed in WCBCs pre-application response under ENQ/2023/0001.

WCBC highways confirm these works have been completed but are subject to defects and snagging issues noted on inspection.

The applicant will need to address these issues to the satisfaction of WCBC highways prior to any approval of this application.

Road Safety

A review of collision data is presented in Section 2.3 of the TS for the five year period between 2017 to 2021. This recorded one single collision which occurred in October 2020 between two cars at the junction of Ash Road North and Abenbury Way which was classified as slight in severity.

Parking

A total of 145 car parking spaces are currently provided within the application boundary. A further 119 spaces are provided adjacent to the north of the application boundary. Drawing 2227-IED-LMA-XX-XX-DR-A-9516-P4 'Parking Phasing' is attached to the Transport Statement in Appendix D and indicates existing and final parking layouts.

Both parking areas are currently used by staff at the applicant's existing facility on the western side of Ash Road North. It is proposed as part of the development the car park will be reconfigured, however provision levels would remain unchanged. The application is requested to evidence that the provision level will be sufficient to meet future demand. This could take the form of a car parking occupancy or beat survey to understand demonstrate existing levels of demand.

Based on LPG16 10% of all spaces should be accessible spaces. WCBC request clarification from the applicant on the number and location of accessible parking spaces within the total 145 space car park within the application boundary.

A total of 24 out of the 145 car parking spaces would be allocated for staff at the proposed building. This is well below the maximum potentially permitted under LPG16 for either B2 or B8 use. The remaining spaces would continue to be used by Ipsen staff working in the facility on the western side of Ash Road North. The applicant is requested to confirm how the 24 lost spaces will be accommodated.

Cycle parking

Based on LPG16 minimum cycle parking for B2 use would be 22 spaces. Table 3.1 within the TS predicts low levels of cycle trips. Clarification is requested from the applicant on the proposed provision and location of cycle parking. Details of Ipsen's commitment to sustainable staff travel and measures to encourage cycling should be outlined in the accompanying Travel Plan.

Staff changeover

Out of a shift of 24 staff, a total of 18 would drive per shift leaving six free spaces for the incoming shift, assuming shift changes are not staggered. The TS notes during changeover periods staff would be able to utilise other car parking spaces for Ipsen staff. Clarification is requested from the applicant on how and where parking will be managed during shift changeovers to ensure there is sufficient capacity.

Parking phasing

The parking phasing drawing indicates the current and final parking layout. WCBC request a phasing plan to show parking arrangements during the construction period. This should also include parking phasing associated with the temporary office building to ensure there is no shortfall in provision.

Trip Generation

Staff at the proposed development will work on a shift basis with 24 staff per shift. Census data has been used to determine the modal split of trips to the site with 79% of staff predicted to travel by car. It is estimated the proposed development would generate in total up to 80 two-way movements per day.

It is considered staff changeover periods would comprise the busiest periods for vehicle trips. Based on the above methodology this could equate to 18 departures and 18 arrivals across a changeover period totaling a peak of 36 two-way vehicle trips.

Clarification is requested from the applicant on when changeover periods would occur to understand potential overlap with network peak periods.

HGV trip generation will comprise two bulk tankers per week and one HGV delivery every two days to the applicant's existing site on the other side of Ash Road North. As a worst case this could generate two HGVs per day should delivery days overlap. These will take place during core hours outside of staff changeover periods. This is accepted.

Construction Traffic Management Plan

The applicant commits to creating a Construction Traffic Management Plan (CTMP) as part of their application. This should be submitted and approved prior to commencement.

The plan will need to include details of the proposed daily construction vehicle movements and details of wheel washing facilities, construction signage and any traffic management measures.

Conclusion

The following further information is required for approval:

- A revised site access arrangement to accommodate two-way vehicle movements. Tracking should be provided to evidence two-way movements can be achieved.
- A visibility splay for the site access junction in accordance with TAN18.
- Fulfilment of snagging issues associated with the Section 278 works undertaken on Ash Road North associated with planning permission P/2017/0919, to the satisfaction of WCBC highways.
- Evidence the existing number of car parking spaces will be sufficient to meet future demand and how the 24 lost spaces will be accommodated.
- Clarification on how and where parking will be managed during shift changeovers to ensure there is sufficient capacity.

- A parking phasing plan showing parking arrangements during the construction period and how parking will be phased with the temporary office building.
- Clarification on the number and location of accessible car parking spaces.
- Clarification on the proposed provision and location of cycle parking.
- Details of staff travel initiatives and measures to encourage cycling.

A handwritten signature in dark ink, appearing to read 'R. White', is positioned above the title. The signature is fluid and cursive.

Chief Officer, Environment & Technical