

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Matthew Phillips
Our Ref:	ET/DC/MM/P/2022/0668	Your Ref:	P/2022/0668
Date:	18 th September 2022		

Land Opposite Wilkinson Business Park, Clywedog Road South, Wrexham Industrial Estate, Wrexham, LL13 9XS
Erection of storage and distribution warehouse (Class B8)

Further to your email / consultation dated 18/08/2022 in respect of the above, I comment as follows:-

The proposal is for a 14,147sqm B8 warehouse development. The site has existing outline planning permission for 9,017sqm B1/B2/B8 industrial units, under application P/2018/1087, consented in 2020. While the current proposal is for a larger development, the highways impact of this is offset by the change in nature of the development, with warehousing generating fewer of vehicle trips than the other business and industrial uses.

Traffic Impact

Baseline

The baseline traffic conditions in the morning and evening weekday peaks have been assessed using existing traffic survey data from July 2018. In addition, site visits have been undertaken to observe traffic movements, which was said to be moving freely. It is agreed that the decisions to use 2018 traffic growth rates, and apply no growth factor to HGVs contribute to a robust assessment.

Trip Generation

For future year assessment, appropriate sites have been included as committed development. The trip rates for B8 land use are the same as those used for the consented development. It is agreed that this provides a robust assessment.

The development is estimated to generate a total of 76 vehicle movements (49 arrivals and 27 departures) will be generated in the AM peak and 65 vehicle movements (24 arrivals and 41 departures) in the PM peak (16:00-17:00). This includes 22 HGV trips in the AM peak and 15 HGV trips in the PM peak.

This represents an additional 28 vehicle movements in the AM peak and 25 vehicle movements in the PM peak, when compared to the consented development.

Trip Distribution

The trips have been appropriately assigned to the network, with employment trips based on census Mode of Travel to Work data and the suggested routing from route planning software. The routing for the HGV traffic is not specified.

Highway Impact

The impact of the development traffic on each of four key junctions has been presented in terms of absolute and percentage impact. The impact on traffic levels is projected to be a maximum of 3.3% in 2036, on the Bridge Road/Clywedog Rd S roundabout. The number of additional vehicles at any individual junction is expected to be up to 43 in the AM peak and 37 in the PM peak, with the Bridge

Rd S/Clywedog Rd S roundabout most affected. Compared to the extant permission, this equates to an additional seven vehicles in the AM peak and 10 in the PM peak.

It is agreed that the impact on individual junctions is not sufficient to require junction modelling.

Site Access Capacity Assessment

The southern access junction has been modelled using JUNCTIONS 9, demonstrating that the junction is expected to operate well within capacity until 2036.

Road Safety

The accident record of an area of the surrounding highway network including Clywedog Road South, Clywedog Road North, Bridge Road South, Bridge Road and Coed Aben Road has been reviewed using www.crashmap.co.uk. The review covers the years 2016 to 2020. The TA concludes that there are no deficiencies in the existing highway network that would be exacerbated by the development proposals.

It is noted that two serious accidents are not covered by the review: one in August 2020 on the Bridge Road /Clywedog Road junction roundabout, and a serious accident on the Clywedog Road S/Bridge Road S roundabout in February 2021. These would not affect the overall conclusion.

Access

The site is to be accessed by two priority junctions on Clywedog Road South. The southern junction provides access to the employee and visitor car park, and the northern access is for commercial vehicles. Pedestrian and cyclist access is via both junctions.

Southern/Car Access Junction

The southern site access will serve the employee and visitor car park. The access is designed to accommodate a large van at most. The access has a 5.5m carriageway, which is narrower than usual on an industrial estate, but sufficient for a car access. Vehicle tracking using a large car shows that the vehicle can safely enter and exit the site using the proposed junction. Appropriate visibility splays of 2.4m x 120m are achieved.

The access will incorporate 2m wide footways connecting to the existing footway to the site.

Northern/HGV Access Junction

The HGV area of the site is accessed using the existing junction, which has been agreed and constructed in line with the sites' existing planning permission. It provides a 7.3m carriageway with a 15m kerb radii.

Vehicle tracking shows that a 16.5m articulated vehicle can enter and exit the site, although it uses both sides of the access road. Appropriate visibility splays of 2.4m x 120m are achieved.

The access incorporates 2m wide footways on both sides, which extends along the site frontage to the north to connect with the existing footway. Dropped kerbs with tactile paving are provided at the narrowest point of the access road.

Pedestrian/Cycle Access

For pedestrians and cyclists there are three points of access from Clywedog Road South, with footways on both vehicle junctions and an additional pedestrian gate located between these two points. Small sections of footway are provided on Clywedog Road at each access point.

A new footway extends northwards from the northern access to a point beyond the site frontage and appears to connect to the existing footway.

At the southern access a dropped kerb crossing with tactile paving is provided to connect to the footway on the western side of the carriageway.

At the pedestrian gate, a pedestrian crossing point is provided to the footway on the western side of the Clywedog Road South. A zebra crossing is provided within the site to connect the pedestrian access directly to the building.

Connecting the site to the existing footway network helps to support sustainable access across the industrial estate. However there is not a continuous footway to the south of the site on Clywedog Road South, which is the direction to the nearest bus stop.

Site Layout

The HGV area has sufficient space to allow HGVs to turn, allowing them to enter and exit the site in a forward gear.

The car park has a main arterial route through the site, with parking spaces off this. It is noted that there is no provision for vehicles to turn at the end of rows if parking spaces are full, which may result in significant reversing on site, however this does not affect the access point to the highway.

Parking

The proposed 140 car parking spaces and 16 cycle parking spaces are in line with the Wrexham County Borough Council Parking Standards.

HGV parking has been provided to meet the operational needs of the warehouse.

Location/Sustainable Travel Options

Walking and cycling isochrones have been produced showing access on foot to facilities within Wrexham Industrial Estate and from a large segment of the city of Wrexham by cycling.

For public transport access, bus stops are available on Bridge Road, an 800m walk from the site. An hourly service to Wrexham mean that it is possible for employees to commute by bus, between 6am and 6pm on weekdays and Saturdays. The route is lit but there is not a continuous footway, limiting the appeal of this option.

It is agreed that the site is in a reasonably sustainable location and is possible to access by non-car modes.

Travel Plan

The initial Travel Plan prepared for the site identifies appropriate measures such as distributing information through Welcome Packs. There is some discussion of how a travel plan might be implemented. A full Travel Plan must be developed when a Travel Plan Coordinator is in place.

Conclusion

The expected traffic generated by the site is not expected to have a significant safety or operational impact on the highway network. The site is agreed to be in a reasonably sustainable location which is possible to access by public transport and cycling.

The proposed access junctions from Clywedog Road South are appropriate for their intended purposes, with all HGV movements using the northern access and the southern junction serving the car park.

There is no highways reason why planning permission should not be granted.



Chief Officer, Environment & Technical