

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Simon Greenland
Our Ref:	ET/DC/MM/P/2021/1189	Your Ref:	P/2021/1189
Date:	4 th January 2022		

**Village Bakery Ltd, Coed Aben Road, Wrexham Industrial Estate, Wrexham, LL13 9UH
Erection of industrial unit (Class B2)**

Further to your email / consultation dated 17/12/2021 in respect of the above, I comment as follows:-

The proposal is for an industrial unit with a gross floor area of 2,800sqm. The highways impact has been assessed based on an assumed split of 1400sqm B2 General Industrial use and 1400sqm B8 Storage or distribution use. It is noted that the floor plans submitted suggest that the first floor is to be office use, with warehousing on the ground floor. This arrangement may generate a slightly higher level of traffic than the assessed situation, but would not be likely to cause concern.

Site Access and Layout

The proposed development uses the existing vehicle and pedestrian access. The Transport Statement claims that the required visibility splays are maintained. The visibility splays have not been shown, but the junction does appear to have adequate visibility.

Swept path analysis has been provided using a 16.5m HGV, the largest vehicle expected to visit the site. This confirms that vehicle can enter and exit the site in a forward gear from/to the west, although it swings out into the oncoming traffic lane while turning in. To the east, the junction has a tighter radius which may cause difficulty for a vehicle of this size. No swept path analysis has been provided for vehicles accessing/egressing from the east, suggesting that HGVs only approach and leave from the west and it would be useful to formalise this within a condition.

Another swept path diagram confirms that the HGV can turn within the servicing area, allowing it to enter and exit in a forward gear.

Road Safety

The most recently available five year period of personal injury collision history has been reviewed, covering Coed Aben Rd up to and including the Clywedog Road N and Bridge Road/Bridge Road N junctions. This shows a single slight injury accident involving two cars. It is agreed that there is no evidence of any existing highway safety issue that the development would exacerbate.

Sustainable Travel Options

It is agreed that the site is accessible by sustainable travel options, including by cyclists. It is within an acceptable walking distance of bus stops and limited services including a food outlet, post office and a day nursery. Footways and lighting are present to enable walking to these services.

Traffic Generation

Vehicle trip rates have been derived from the TRICs database, with sites selected using appropriate parameters. The development is expected to generate 23 vehicle movements during the AM peak and 21 during the PM peak hour. HGV trips were calculated separately as 2 vehicle movements in each of the AM and PM peak hours, with a total of 20 movements across a typical day. It is agreed that this is not expected to have a significant impact on the operation of the highway network.

Parking

The proposed 33 on-site parking spaces including 2 disabled spaces and four cycle parking spaces are in line with the WCBC parking guidelines. The parking accumulation assessment submitted within the Transport Statement confirms that peak demand for parking is expected to be 27 spaces, which is within the 33 spaces provided.

Conclusion

The traffic generated by the development is not expected to have a significant impact on the highway network. An appropriate level of parking is provided and sustainable travel options are available.

Use of the existing access junction is appropriate, providing that larger vehicles approach and leave the site from/to the west, as appears to be the case. It would be useful to formalise this within a condition.

A handwritten signature in black ink, appearing to be 'R. K.', written on a light blue background.

Chief Officer, Environment & Technical