

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2021/0056	FAO:	Matthew Phillips
		Your Ref:	P/2021/0056
Date:	24 th March 2021		

**Magellan Aerospace, Rackery Lane, Llay, Wrexham LL12 0PB.
New Assembly, Warehouse and Distribution Facility.**

Further to your email / consultation dated 12/02/2021 in respect of the above, which we have had previous pre- application discussions, I comment as follows:-

New exit

Visibility splays have now been provided for the new exit junction, showing a 2.4mx90m splay in each direction. This is more than adequate.

Site layout

The swept path analysis shows that large vehicles can pass through the site, entering and exiting in forwards gear using the designated entrance and exit. The tracking appears very tight to the buildings on site and trees at the site exit for the 21.3m extendible trailer vehicle, but I am content that the vehicle can be maneuvered through the site and that this is the largest vehicle that would be used. This has been confirmed by the Developer's Consultant during pre-application discussions.

Road safety

The TA confirms there have been no accidents on the immediate road network in the five year analysis period 2015-2019. There are no existing highway safety issues relating to the site access or the industrial estate.

Sustainable travel options

It is agreed that the site location gives opportunities for sustainable travel, with lit footways and cycle lanes present on much of the route from Wrexham. The provision of 14 cycle spaces is in line with the WCBC cycle parking standards.

Car parking

The current mode share estimate used in the TA for car use of 82% is higher than the census data suggests for the industrial estate and is therefore agreed to be a robust estimate.

A Car Park Management Plan has been submitted which outlines how the on-site car parks will be used more efficiently in the future and allays my concerns over existing parking problems at the site. There are also travel plan measures proposed that are aiming to reduce car use. I am now content that the proposed parking provision is appropriate for the development. The mobility parking spaces proposed are in line with the WCBC Parking Standards and can be monitored and increased as necessary in future. The inclusion of electric vehicle charging with passive provision to all spaces is welcomed.

Car Park Management Plan and Travel Plan

The Car Park Management Plan and Travel Plans have now been reviewed. The travel plan sets out appropriate objectives, targets and measures to encourage mode shift away from single occupancy car use. The Car Park Management Plan demonstrates that the proposed on-site parking will be managed efficiently to ensure adequate provision, it encourages car sharing, provides mobility spaces and electric charging points.

Construction management

Pre-application advice had suggested that a construction traffic management plan be produced to confirm that vehicle movements as well as staff parking can be accommodated during construction of the new facility. No plan has been submitted, but as the site routinely receives large vehicles, it is accepted that vehicles relating to construction can be accommodated. The main concern was that staff parking was maintained during the construction phase, due to the apparent parking issues near the site. As this can easily be managed, and my initial concerns relating to parking have been addressed, there is no requirement for a formal construction traffic management plan. However, the developer should ensure that staff parking availability is maintained during construction.

Car trip generation

I welcome the use of unconstrained parking demand and 100% capacity of the new facility for the forecast of additional trips. This helps to ensure a robust approach. If work undertaken at the new facility is comparable to that of the existing site, it is reasonable to assume that the same mode share will apply. The approach of applying the existing mode share to the expected staff numbers accounting for shift patterns is appropriate.

A large proportion of the additional staff trips will occur outside of the network peak. The trips that could cause concern are the estimated 62 day-shift cars arriving shortly before the AM peak and departing in the PM peak. I am now content that both the AM and PM trips can be accommodated by the highway network.

HGV trip generation

The revised TA confirms that around 36 HGVs access and egress the site per week, or six to seven per day assuming they are predominantly on Monday to Friday. The majority are expected to be standard 16.5m articulated HGVs, with larger vehicles accessing the site relatively infrequently. It is understood that HGVs will access the site from the A483 via the B5102. These HGV movements are not expected to have a material impact on the highway network.

Junction Assessments

The assumption that all trips pass through the main junctions provides a robust assessment of the impact on junctions.

Site access junction and B5373 Rackery Lane/Miners Road: No assessment has been provided for these junctions and given the difficulty in obtaining meaningful traffic data for Miners Road (due to COVID19 disruption) it would not be reasonable to request this. A large proportion of traffic to the site is likely to approach on the B5373 from the south, it is considered that any risk of congestion caused by adding additional traffic will be to the internal industrial estate roads (Miners Road) rather than the core highway network. The forecast development traffic is not expected to have a material impact on these junctions.

B5373 Rackery Lane/ B5373 Gresford Road/B5102 Llay Road/ B5102 Straight Mile/Chapel Lane (Crown Crossroads): The junction has been assessed using data contained in the Aldi Transport Assessment, which is an appropriate approach, especially given the COVID19 disruption in 2020.

It is agreed that the Aldi modelling suggests that there is sufficient capacity to accommodate the Magellan development traffic in both the AM and PM peaks.

Summary and Conclusion

The concerns raised during pre-application discussions have been addressed and I am content that there is no highways reason to prevent planning permission being granted if you are mindful to do so. However, a number of conditions should be applied.

- The findings of the Road Safety Audit should be incorporated into the new exit junction design.
- The applicant should ensure that sufficient on-site staff car parking provision is maintained during the construction phase.
- The treatment of vehicle overrun areas are to be agreed as the detailed design is developed.

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

Chief Officer, Environment & Technical