

**APPLICATION FOR
NEW INDUSTRIAL UNITS (B2/B8), PACIFIC PARK, BRIDGE ROAD NORTH, WREXHAM**

TRANSPORT STATEMENT



**APPLICATION FOR NEW INDUSTRIAL UNITS (B2/B8), PACIFIC PARK,
BRIDGE ROAD NORTH, WREXHAM**

TRANSPORT STATEMENT

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APPLICATION FOR NEW INDUSTRIAL UNITS (B2/B8), PACIFIC PARK, BRIDGE ROAD NORTH, WREXHAM

TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been produced to support a planning application to create an industrial unit development on land at Pacific Park, off Bridge Road North, Wrexham Industrial Estate and situated on the south-east side of Bridge Road North.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the industrial unit scheme and plans;
 - an assessment of the traffic generating potential of the industrial unit development;
 - an assessment of the traffic and highway impact of the industrial unit scheme;
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.

- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

- 2.1 The site of the proposed industrial unit development is located on the Wrexham Industrial Estate, which is approximately 5km east of Wrexham town centre. The development site is situated on the south-eastern side of Bridge Road North and located approximately 180 metres north-east of Dunster Road.
- 2.2 The development site is adjacent to an existing Industrial development which is served by an existing industrial access from Bridge Road North. The development is situated to the north-east of the existing industrial unit and is currently being used for storage of vehicles that are not related to the site. The site consists of a gravel surface surrounded by trees along some of the boundaries.
- 2.3 The location of the development site is shown in Figure 1. **Appendix A** shows the existing site layout .

3.0 Existing Characteristics

3.1 Road Layout and Hierarchy

- 3.2 The proposed development is located on the south-easterly side of Bridge Road North. A new access is proposed to be created to serve the 2 industrial units.
- 3.3 The proposed development site is fairly centrally located within the Wrexham Industrial Estate. Wrexham Industrial Estate has two orbital roads – the outer road formed by Coed Aben Road, Abenbury Way and Bryn Lane and the inner route formed by Bridge Road North, Abbey Road and Ash Road North which then connects into Coed Aben Road.
- 3.4 Bridge Road North is constructed to industrial standard with a carriageway 7.3 metres wide. There are footways on either side of Bridge Road North. Bridge Road North is subject to a speed limit of 40mph and there is a system of street lighting in place along the road. Bridge Road North connects into Redwither Road and then Redwither Road has a junction with Bryn Lane approximately 775 metres to the east.
- 3.5 Bryn Lane is also subject to a 40-mph speed limit and has street lighting present. This road acts as a link to the A534 Wrexham Road, located to the north. Bryn Lane, on its western side, has a shared use footway / cycleway for a considerable part of its length.
- 3.6 At the southerly junction of Bridge Road North, and to the east, is Coed Aben Road which continues to Abenbury Way and then enables access to A534 Wrexham Road in the north.
- 3.7 Figure 1 shows the location of the development site in relation to the surrounding road network.

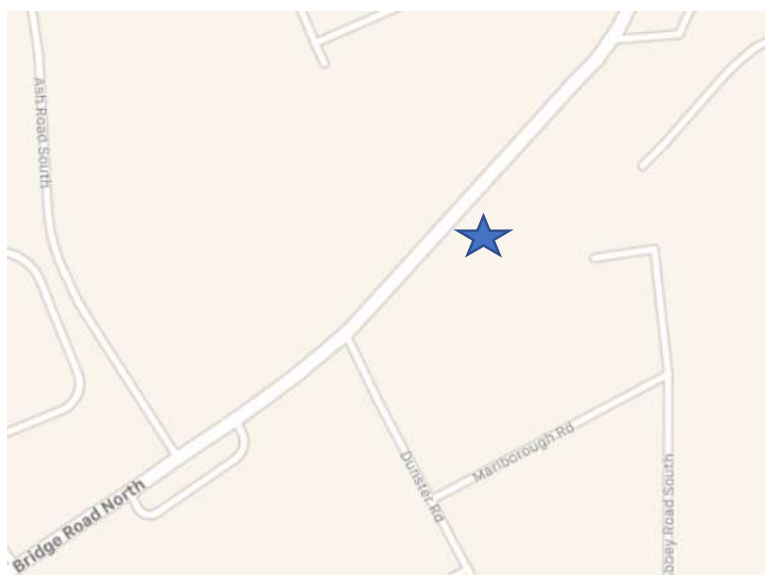


Figure 1 – Location of Development Site in the Context of the Local Road Network

3.8 Public Transport Access

3.9 The site is served by public transport with bus services passing along Bridge Road North and Bridge Road. The closest bus stops are located within 175 metres of the proposed development on Bridge Road North. The bus stop on Bridge Road North, to the east of Ash Road South, has a bus shelter, with a seat and the stop has raised kerbs. The bus stop to the west of Ash Road South has a bus stop pole. There are footways where these two bus stops are located. The Figure below shows the bus service access to the proposed industrial units.

3.10 A bus service map for access to the site and the surrounding areas is shown in Figure 2. Bus services can be accessed from the site within a short walking distance.

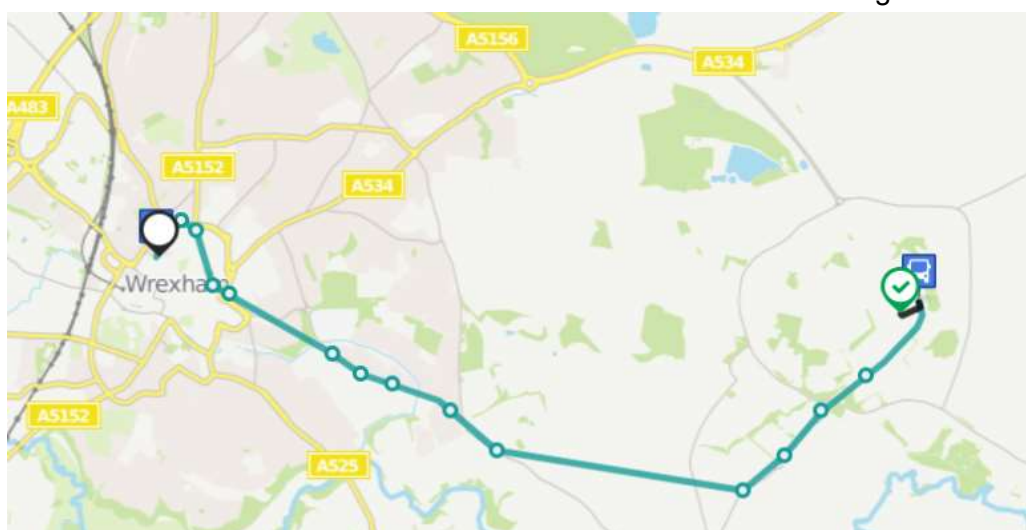


Figure 2 - Bus Map (Moovitapp.com)

3.11 Tables 1 and 2 show the bus services that travel along Bridge Road North. Tables 1 and 2 indicate that there is 1 bus service in each direction in the morning peak, off peak and evening peak periods passing along Bridge Road North.

3.12 The bus stops in Bridge Road North are comfortably located within the 400-metre 'desirable' distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.13 The review of bus services demonstrates that the proposed site is located in close proximity to a regular bus service which will provide connections to other locations in Wrexham.

Table 1 Bus Services along Bridge Road North (Northbound)

Service No	Route	Services per Hour		
		AM	Off Peak	PM
41/41A	Wrexham Industrial Estate – Wrexham	1	1	1

Total	1	1	1
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Table 2 Bus Services along Bridge Road North (Southbound)

Service No	Route	Services per Hour		
		AM	Off Peak	PM
41/41A	Wrexham– Wrexham Industrial Estate	1	1	1
Total		1	1	1

3.14 Rail Access

- 3.15 Wrexham General and Wrexham Central Rail Stations are located approximately 5km away to the west of the proposed industrial development off Bridge Road North. The Table below sets out the weekday rail service frequency from Wrexham General Station.

Table 3 Frequency of Rail Services from Wrexham General Station

Route	AM Peak	Off-Peak	PM Peak
Wrexham General to Cardiff	1 per hour	1 per hour	1 per hour
Wrexham General to Shrewsbury	1 per hour	1 per hour	1 per hour
Wrexham General to Holyhead	1 per hour	1 per hour	1 per hour
Wrexham Central to Bidston	1 per hour	1 per hour	1 per hour

3.16 Cycle Access

- 3.17 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed industrial development. The analysis is illustrated below in Figure 3.



Figure 3 - Cycle Access to the Development Site (www.app.traveltimeplatform.com)

- 3.18 There are no dedicated cycle facilities in the vicinity of the site but there are a number of shared use cycle / walking facilities along Bryn Lane and advisory cycle routes in the area, as shown on the local cycle map. The proposed development will provide secure cycle parking facilities for staff. A map of the local routes is shown in Figure 4 below.



Figure 4 - Cycle Map of Routes (source : Sustrans)

- 3.19 The cycle facilities in the area provide scope for travel to and from the proposed site by cycling.
- 3.20 **Walking Access**
- 3.21 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered

Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km

- 3.22 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 5 below.

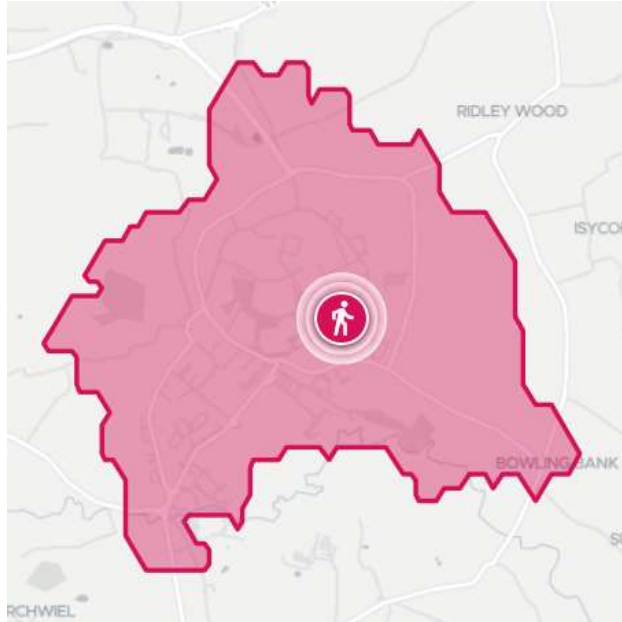


Figure 5 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.23 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. A walking distance of up to 400 metres to a bus stop is generally considered to represent a desirable level of provision. As described above, the nearest bus stops are located on Bridge Road North and these are located within 400 metres of the site. These bus stops are considered to be an acceptable walking distance to access bus services.
- 3.24 There are footways along each side of Bridge Road North in the vicinity of the development. These footways extend along the majority of both sides of Bridge Road North to Ash Road South and from the site extend north-easterly along Bridge Road North and into Abbey Road.
- 3.25 The infrastructure in the vicinity of the proposed development and the surrounding road network are conducive to encouraging walking journeys.
- 3.26 **Access to Services**
- 3.27 There are hot food establishments / public houses selling food located on the complex near the junction of Bridge Road / Coed Aben Road and in close proximity to the proposed industrial development to allow walking trips to be made by staff during their lunch break.

3.28 The distances to facilities and services set out above and the access by walking (Figure 5) and cycling (Figure 3) demonstrate the accessibility of the site by sustainable transport methods is excellent.

3.29 Road Safety Record

3.30 The crashmap (www.crashmap.co.uk) database has been interrogated to assess the road safety record for Bridge Road North and the surrounding road network in the vicinity of the development site. The output from the accident interrogation is shown in Figure 6 below.

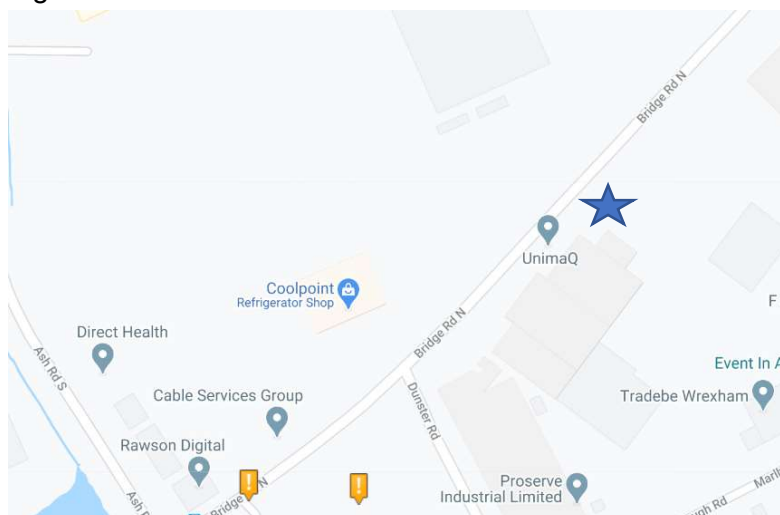


Figure 6 - Road Safety Record near the Development Site (www.crashmap.co.uk)

3.31 There have not been any recorded injury accidents on Bridge Road North within the vicinity of the proposed development during the five-year period of the accident analysis. There have been two slight injury accidents: one on Bridge Road North and the other on a road remote from the development site.

3.32 Whilst it is regrettable when there are injury accidents in the road network, the scale of the proposed scheme and anticipated traffic generation should not result in any worsening of the road safety record. The road safety record for the location does not represent a material concern in the context of the proposed development.

3.33 Summary

3.34 The local road network has demonstrated a good road safety record in the recent road safety analysis. The local environment is conducive to encouraging journeys by bus, on foot and by cycling. The proposed development is located within an established industrial estate and is considered to be a suitable and sustainable location for the type of development proposed.

4.0 Transport Policy Context

4.1 National Policy

4.2 Planning Policy Wales (2018)

4.3 Active and Social Places – Moving within and Between Places - Transport

The Planning Policy Wales in 4.1 Transport indicates :-

‘The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:-

- *Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.’*

4.4 Productive and Enterprising Places

The Planning Policy Wales in 5.3 Transport Infrastructure indicates :-

4.5 *‘The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle climate change, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.’*

4.6 Technical Advisory Note 18 : Transport

4.7 Tan 18 in 2.3 indicates :-

‘Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development, in particular climate change and the outcomes identified in the Assembly Government’s Environment Strategy . Integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by:

- *promoting resource and travel efficient settlement patterns;*
 - *ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;*
 - *managing parking provision;*
 - *ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing; encouraging the location of development near other related uses to encourage multi-purpose trips;*
 - *promoting cycling and walking;*

- *supporting the provision of high quality, inclusive public transport;*
- *supporting provision of a reliable and efficient freight network;*
- *promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;*
- *encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and*
- *ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.'*

4.8 Local Policy

4.9 Wrexham Unitary Development Plan 1196-2011

Policy T8 Parking

'Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:-

- a) the availability of public transport nearby,*
- b) proximity to public car parking,*
- c) proximity to local services and facilities,*
- d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.*

Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport.'

Policy T9 Walking, Cycling and Horse Riding Routes

'Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes, and integrate with the public transport system. Opportunities for horse riding along these routes will be secured where appropriate.'

4.10 Assessment of the Proposed Industrial Development Scheme Against Existing Policy

- 4.11 Accessibility to the proposed industrial development has been examined in this Transport Statement and it concluded that the development site is accessible by bus services, walking and cycling. Car parking for the development is considered to comply with the Council's parking policy. Analysis has been undertaken on parking accumulation and this has concluded that the proposed parking is adequate for the anticipated parking demands from the development. The proposed development is not considered to have the potential to result in any network operational issue or highway safety issue.

- 4.12 The proposed industrial development scheme is considered to be compliant with the aspirations of existing transport policies and is supportive in helping achieve their objectives.

5.0 Development Proposals

5.1 Land Uses

- 5.2 The proposed development application is for the approval of 2 industrial units with a total combined floor area of 2567 square metres. The scheme will create a new access onto Bridge Road North. The access into the development site will provide parking within the curtilage of the site. Cycling parking and motorcycle parking will also be provided within the development site.

- 5.3 The proposed site layout for the development is shown in **Appendix B**.

- 5.4 The proposed development is set out below in Table 4.

Table 4 Proposed Development Use

Land Use	Floor Area (square metres)
Unit 1 Industrial Unit	1288.8
Unit 2 Industrial Unit	1278.2
Total	2567.0

5.5 Vehicular Access

- 5.6 Access into the development site will be served from a new access on the south-easterly side of Bridge Road North. The site access will provide a 7.3 metre wide industrial road with 15m radii at the junction with Bridge Road North. The layout of the site access has been produced following informal advice received from the Council's Highways Officer.

5.7 Visibility Splay

- 5.8 Planning Policy Technical Advice Note 18 : Transport (TAN 18) has been considered in the assessment of the visibility splays for the site access into the proposed industrial development. TAN 18 advises in Appendix B (8.2 and 8.3) :
'Stopping sight distance (SSD) is defined as the minimum distance that drivers need to be able to see ahead of themselves, in order to stop if confronted by a hazard. SSD is usually related to the actual (for existing streets) or design (for new streets) 85th percentile wet weather speed of vehicles on the major link. Recommended SSD are included in Tables A and B.'
- 5.9 Table A, using the road speed limit, in TAN 18 was used to determine the visibility splays for the site access. Visibility splays of 2.4 x 120m in each direction were

assessed to be required and these have been plotted for the proposed industrial development access.

5.10 The proposed visibility splays to the left and right comply with the requirements of TAN 18 Table A.

5.11 Visibility splay drawings are shown in **Appendix C**.

5.12 Servicing to the Development

5.13 Swept path analysis has been undertaken to show how delivery and service vehicles would access and negotiate within the proposed development site. Swept path analysis has been performed for an articulated vehicle. The swept paths demonstrate that an articulated vehicle is able to access and leave the site in forward gear. Swept path analysis is contained in **Appendix D**. The servicing to the site is anticipated by smaller vehicles (eg panel vans) and some visits by articulated vehicles. The servicing vehicles will undertake drop-offs / pick-ups and then leave the site. It is anticipated that there will be no servicing vehicles parked up on the site overnight.

5.14 Parking Strategy

5.15 Wrexham Council sets out parking standards within Local Planning Guidance Note 16. Maximum parking standards are quoted for cars and minimum standards are quoted for disabled car parking spaces and cycle parking.

5.16 Car Parking

5.17 The Table below provides the car parking standards of the Council and the proposed car parking provision for the proposed industrial development.

Table 5 Car Parking Standards and Proposed Car Parking

Land Use	Area	Parking Standard	Parking Standard for the Development
B1@5% of the scheme	129	1 space per 30 square metres	4 total
B2 @95% of the scheme	2439	1 space per 50 square metres	49 total
Total			53 total

5.18 The proposed industrial development scheme will provide a total of 40 car parking spaces. Two spaces will be allocated as electric vehicle charging points.

5.19 In Local Planning Guidance Note 16 indicates :
'In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access.'

New Development

Some on-site parking is likely to be required for most new developments. Developers should clearly demonstrate that the amount of parking provided will be sufficient to meet likely demand and show they have taken account of how close a site is to employment, local facilities such as shops and frequency of public transport.'

- 5.20 The development will provide car parking spaces dimensioned at 4.8 by 2.4 metres which is compliant with the parking policy of the Council.
- 5.21 In order to demonstrate that the parking provision is robust, an assessment has been made of the anticipated parking accumulation for the proposed development using the estimated traffic generation for B2 use for the site. The B2 trip generation was used as it produced slightly higher trip rates than B8 use and the parking accumulation analysis undertaken in this Transport Statement is considered to be robust. This assessment determined that the 40 car parking spaces would meet the anticipated parking demand for the proposed development use. Refer to **Appendix E** for Parking Accumulation analysis.
- 5.22 The Transport Statement has demonstrated that the development is well located for convenient access by bus, cycling and walking. The development is proposed to be located within an existing, established industrial estate. With the development located in a sustainable location and with the level of parking proposed then the proposed scheme does not have the potential to result in any highway operational problems or highway safety issues.
- 5.23 **Disabled Parking**
- 5.24 Four disabled parking spaces are proposed within the scheme and this is shown on the proposed site layout. These spaces are proposed to be 6.0 metres x 2.4 metres but with a shared buffer strip of 1.2 metres between the spaces and at the end of the space, which complies with the Council's parking policy.
- 5.25 **Cycle Parking**
- 5.26 The Council requires cycle parking to be provide at 1 space per 500m², which would require stands for five bicycles. The scheme proposes to provide cycle parking spaces for each unit within the scheme. The two cycle stores will provide space for a total of 12 bicycles.
- 5.27 **Motorcycle Parking**
- 5.28 The Council's parking standards does not have a requirement for motorcycle parking stands to be provided but the scheme proposes to provide parking for 2 motorcycles.
- 5.29 **Public Transport Access**

5.30 Earlier in this Transport Statement the existing bus service frequency and the walking distances to bus stops was described. The public transport access to the development site is considered to be acceptable and no improvements are deemed necessary.

5.31 Cycle Access

5.32 The report earlier discussed the cycle access and provided a diagram showing the locations that could be accessed within a 30-minute cycle journey (equivalent to 5km at average cycling speeds). The report has also set out the proximity of local services and amenities in relation to the proposed development site.

5.33 It was concluded that the infrastructure in the vicinity of the development has the potential to encourage journeys to be made by cycling.

5.34 Walking Access

5.35 Footways are located on each side of Bridge Road North and good walking infrastructure is provided in the surrounding roads. The report has earlier set out the destinations that could be reached within a 2km walking distance and the close proximity of local facilities and amenities to the proposed industrial development.

5.36 The accessibility by walking is considered to be good and no additional pedestrian infrastructure is deemed necessary.

6.0 Trip Rates and Traffic Generation

6.1 Trip Generation Methodology (TRICS Database)

6.2 The Trip Rate Information Computer System, known more commonly as the TRICS database, is a database that contains travel survey information to a range of development types and sizes. The database is nationally recognised and widely used as a tool to estimate the future traffic generation of new development by utilising the database to forecast traffic based on a range of factors including size of development, location, parking, etc.

6.3 The TRICS database has been interrogated for the future traffic generation of the proposed development on land off Bridge Road North, Wrexham Industrial Estate.

6.4 Version 7.7.1 of the TRICS database has been used in the traffic generation forecasting. The land use category used in the analysis is as follows :-

Proposed Use

- 02 Employment - (C) Industrial Unit

6.5 An analysis was performed using 02 Employment – F Warehousing but the Industrial Unit analysis produced the higher trip rates so has been selected for inclusion in the

Transport Statement as it is considered this will provide a robust analysis of the anticipated traffic generation.

- 6.6 A trip forecasting model has been developed to cover the peak hour periods in the network :-
- Weekday 8:00-9:00; and
 - Weekday 16:00-17:00.
- 6.7 The output from the TRICS database analysis is provided in **Appendix F**.
- 6.8 The vehicular trip rates produced through the TRICS database have been estimated for the proposed industrial units. The Table below shows the forecast trip rates and traffic generation for the proposed new industrial units.

Table 6 Vehicular Trip Rates & Traffic Generation – New Units

	Trip Rates						Traffic Generation					
	AM Peak (8.00-9.00)			PM Peak (16.00-17.00)			AM Peak (8.00-9.00)			PM Peak (16.00-17.00)		
Area	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
2567	0.228	0.028	0.256	0.039	0.361	0.400	6	1	7	1	9	10

7.0 Traffic Impact

- 7.1 The traffic generation analysis of the application for the new industrial development on the land on the south-easterly side of Bridge Road North, forecasts a total anticipated traffic level of 7 vehicles in the morning peak and 10 vehicles in the evening peak hours respectively. This anticipated traffic flow equates to around one vehicle every 9 minutes in the morning peak and one vehicle every 6 minutes in the evening peak hours. This anticipated traffic level is expected to have a negligible impact on the local road network.
- 7.2 This Transport Statement has undertaken a review of the infrastructure in the surrounding road network and it is considered is conducive to encouraging access by public transport, cycling and walking to and from the development site.
- 7.3 The scheme proposes 40 car parking spaces, which includes 4 disabled persons spaces. The Council's parking standards indicate that a proposed development needs to clearly demonstrate that the proposed level of car parking would be adequate to meet the proposed car parking demands. Parking accumulation analysis has been undertaken and this demonstrated that the maximum parking demand would not exceed the proposed 40 car parking spaces and therefore the proposed 40 car parking spaces are considered adequate to meet the parking demands of the proposed scheme. This level of parking provision is considered to meet the Council's parking standards.

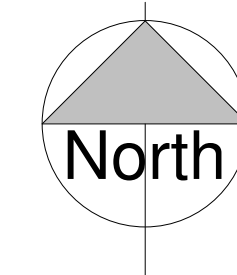
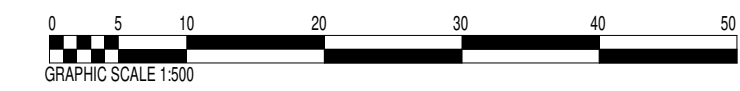
- 7.4 Within Section 3 of this report, the road safety record for Bridge Road North, the road that provides access to the development site, and the surrounding road network were investigated. The analysis concluded that Bridge Road North and the surrounding road network can be considered to have a good road safety record. The development proposal is not anticipated to worsen the road safety record and there should be no road safety grounds to refuse the development. Swept path analysis shows that delivery and servicing vehicles are able to turn around in the site and leave the site in forward gear.

8.0 Summary and Conclusions

- 8.1 This Transport Statement has been prepared to support an application for a proposed industrial scheme of 2 units on land located on the south-easterly side of Bridge Road North, Wrexham Industrial Estate.
- 8.2 The Transport Statement demonstrates that Bridge Road North and the surrounding road network experienced a good road safety record. The proposed development is not anticipated to worsen the road safety record.
- 8.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation from the proposed industrial development and the traffic impact has been deemed to be negligible on the local road network. The traffic and highway impact of the proposed development can not be considered to produce any significant road network impacts so there should be no highway or traffic grounds to oppose the development.
- 8.4 The scheme proposes car parking and cycle parking that complies with the Council's parking standards.
- 8.5 Parking accumulation analysis has demonstrated that the proposed parking provision would be adequate to meet the parking demand forecast for the scheme. This parking provision and the parking accumulation analysis demonstrates that the scheme should not result in any off-site parking demands and therefore, the scheme does not have the potential to create any highway safety issues through displaced car parking.
- 8.6 The scheme proposes motorcycle parking spaces which is considered a benefit of the scheme. The scheme also proposes to allocate two car parking spaces for electric vehicle charging points.
- 8.7 The proposed development is located in an accessible location for walking trips to local amenities and is located in a sustainable location that is served by bus services and local walking and cycling infrastructure. This Transport Statement has concluded that no improvements to walking, cycling and public transport are deemed necessary to make the development acceptable.

- 8.8 The Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed industrial development scheme should be approved.

Appendix A



1 EXISTING SITE PLAN
1 : 500

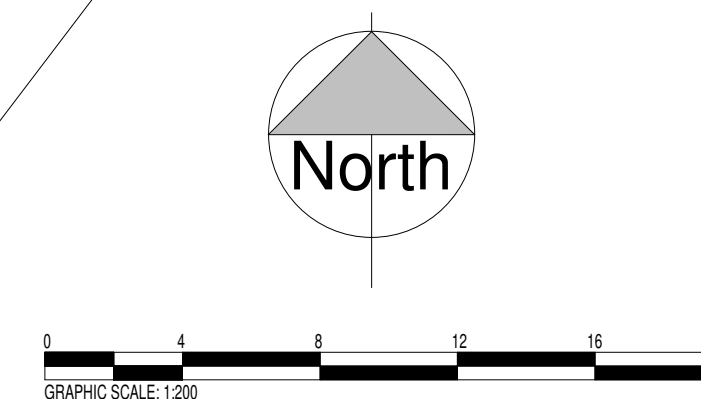
 CONSTRUCTION N.W. LTD.		
PURPOSE OF ISSUE DRAFT PLANNING		
PACE ARCHITECTURE www.pace-architecture.co.uk		
PROJECT New Industrial Units		
ADDRESS Land adjacent to Unit 6, Pacific Park, Bridge Rd, Wrexham LL13 9PN		
TITLE Existing Site Plan		
CLIENT Mr B. De Jong		
DRAWN BY Author	CHECKED BY Checker	DATE 07/23/20
SCALE (@ A1) 1 : 500		PROJECT NUMBER 1157
DRAWING NUMBER 1157 . P . 002		REV

Appendix B

1 PROPOSED SITE PLAN
1 : 200

UNIT 1

UNIT 2



PURPOSE OF ISSUE
DRAFT PLANNING

PACE | ARCHITECTURE
www.pace-architecture.co.uk

PROJECT
New Industrial Units

ADDRESS
Land adjacent to Unit 6, Pacific Park, Bridge Rd,
Wrexham LL13 9PN

TITLE
PROPOSED SITE PLAN

CLIENT
Mr B. De Jong

DRAWN BY
nc

CHECKED BY
client

DATE
16.07.20

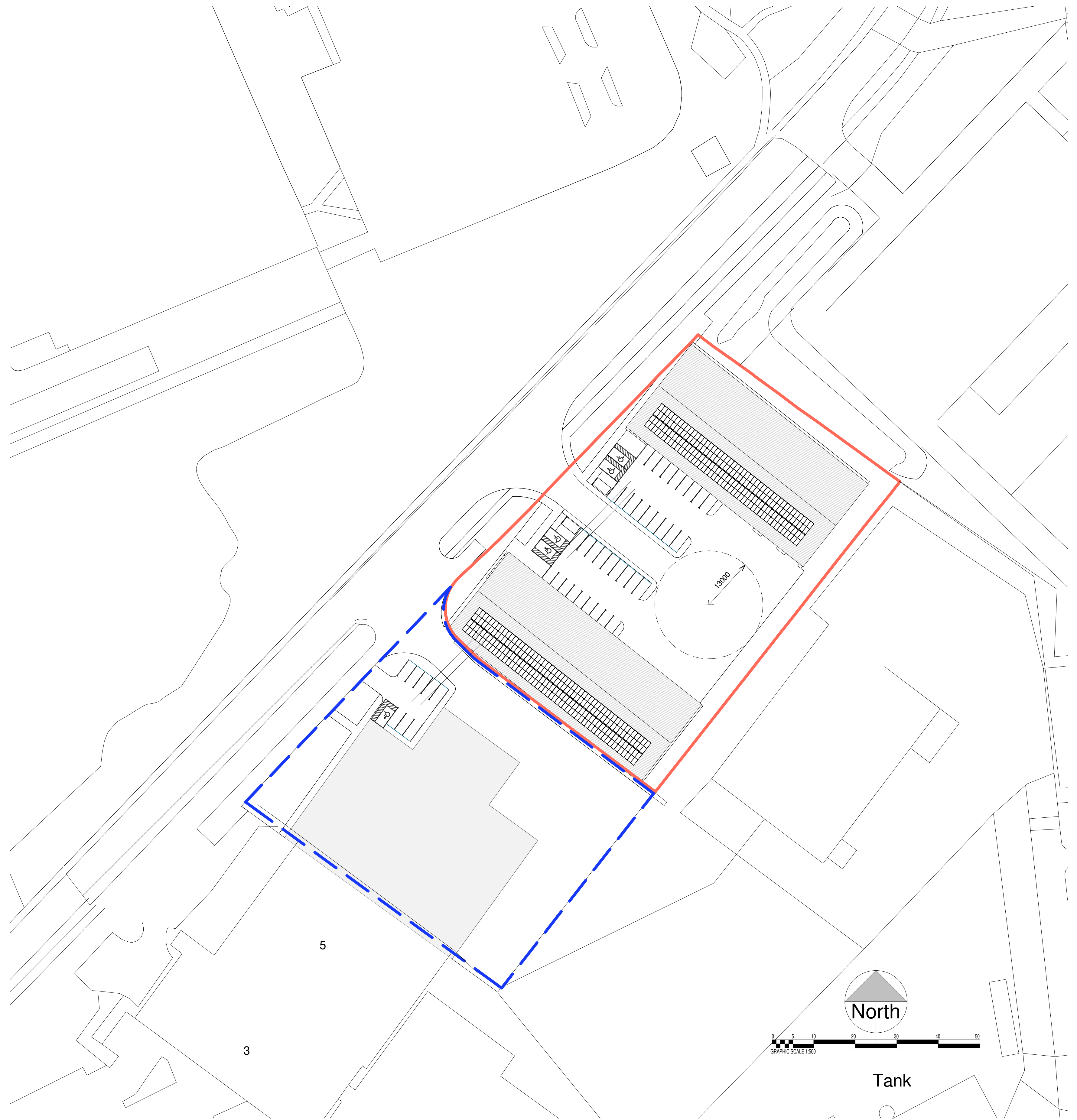
SCALE (@ A1)
1 : 200

PROJECT NUMBER
1157

DRAWING NUMBER
1157 . P . 004

REV

25/08/2020 00:46:33



1 PROPOSED BLOCK PLAN
1 : 500



PURPOSE OF ISSUE
DRAFT PLANNING

PACE | ARCHITECTURE
www.pace-architecture.co.uk

PROJECT
New Industrial Units

ADDRESS
Land adjacent to Unit 6, Pacific Park, Bridge Rd,
Wrexham LL13 9PN

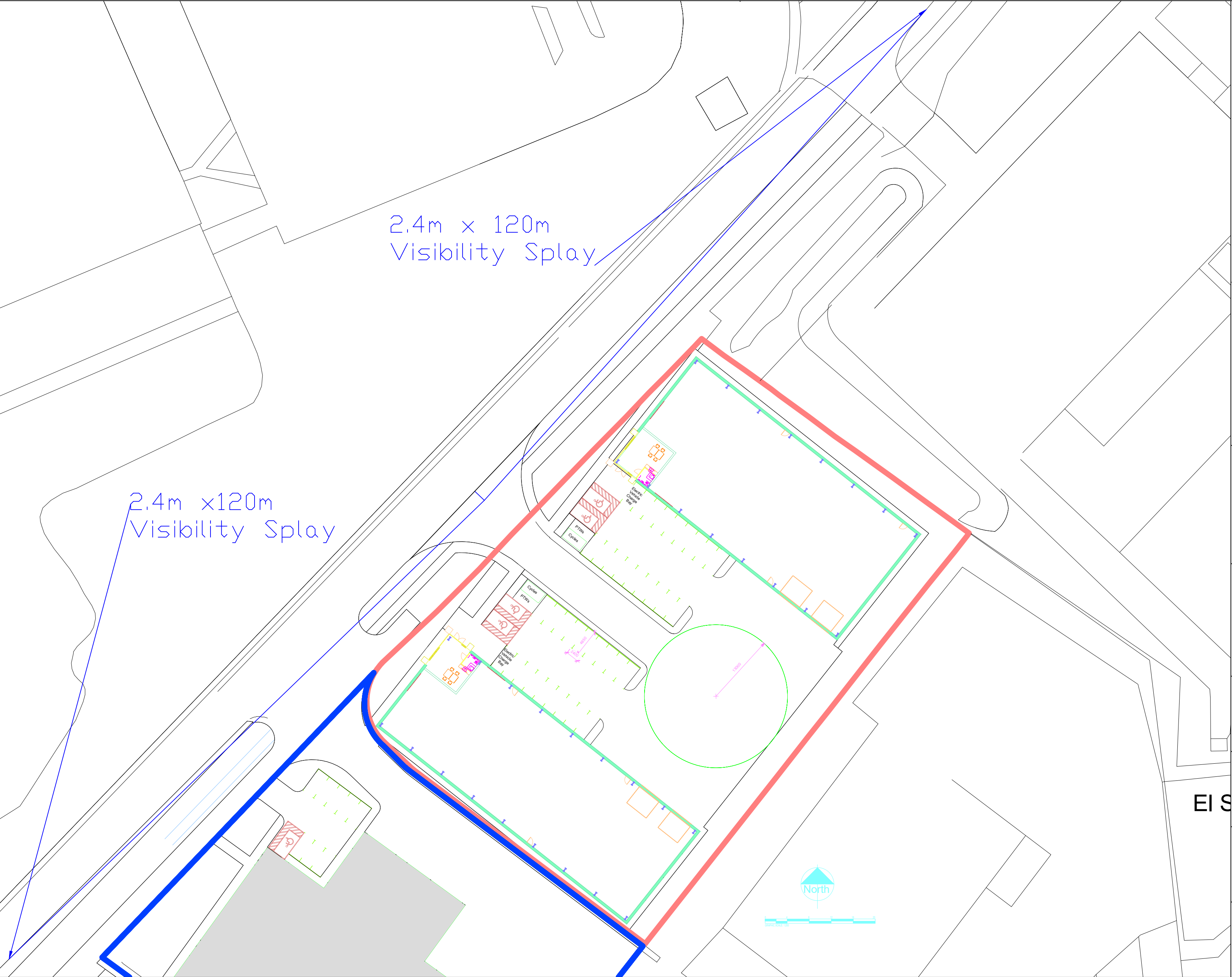
TITLE
PROPOSED BLOCK PLAN

CLIENT
Mr B. De Jong

DRAWN BY Author	CHECKED BY Checker	DATE 07/23/20
SCALE (@ A1) 1 : 500		PROJECT NUMBER 1157

DRAWING NUMBER 1157 . P . 003	REV
----------------------------------	-----

Appendix C



Revisions
A - revised site layout 24.8.2020

Client
Portal



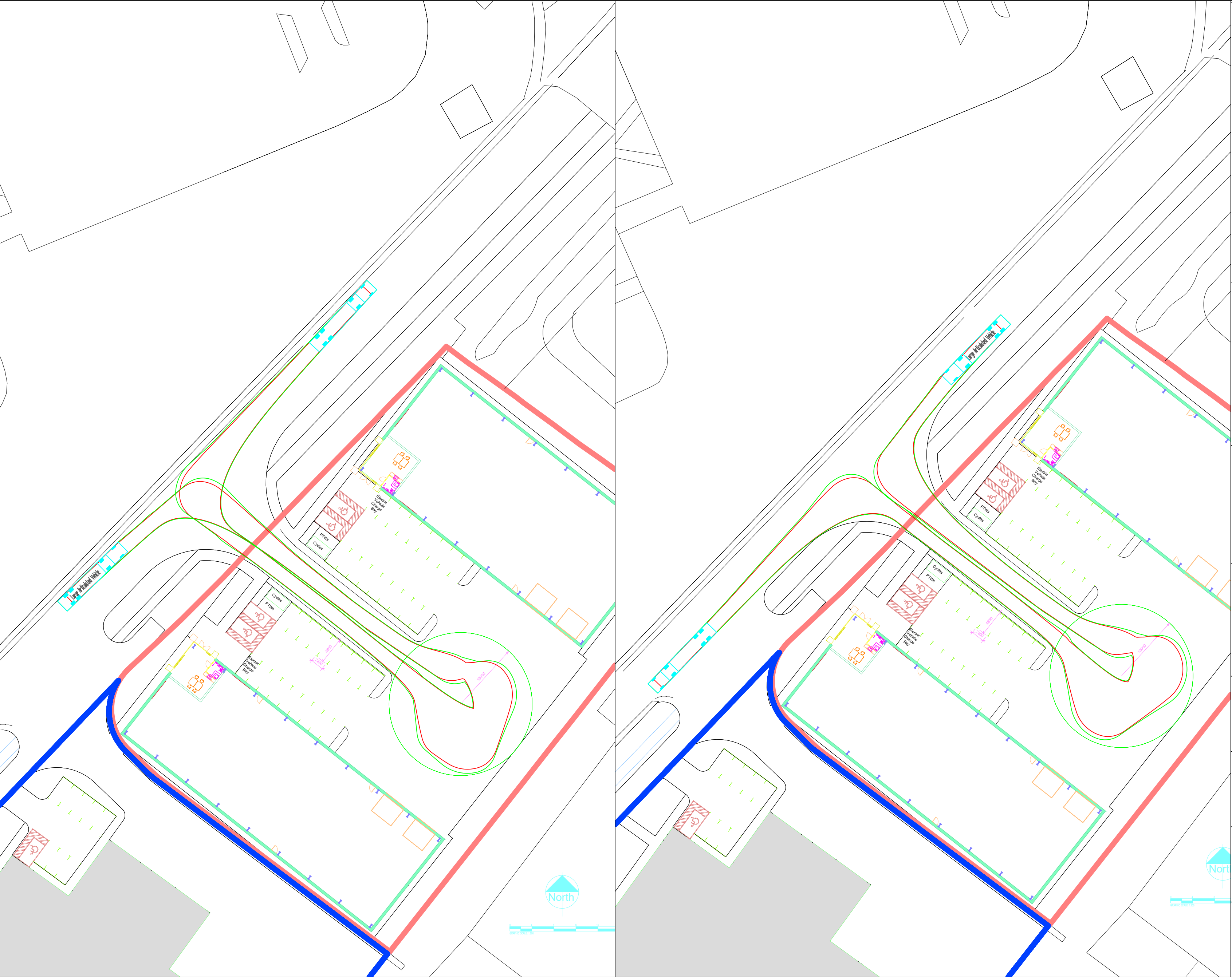
Scheme
Bridge Road North, Wrexham

Title
Proposed Visibility Splay

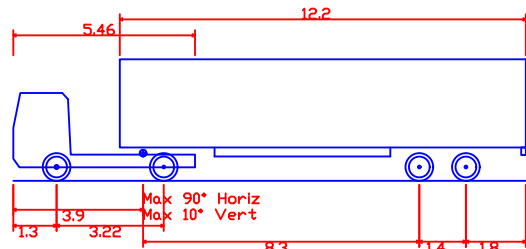
EI S

Drawn	Scale	Date
M.Peet	1:500 @ A2	30.07.2020
Project	Drawing No	
142-20	142-20-1A	

Appendix D



Vehicle Used in the Swept Path Analysis



Large Articulated Vehicle
Overall Length 15.400m
Overall Width 2.500m
Overall Body Height 3.652m
Min Body Ground Clearance 0.406m
Max Track Width 2.377m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.610m

Revisions
A - revised site layout 24.8.2020

Client
Portal



Scheme
Bridge Road North, Wrexham

Title
Swept Path Analysis

Drawn M.Peet	Scale 1:500 @ A2	Date 30.07.2020
Project 142-20	Drawing No 142-20-2A	

Appendix E

Pacific Park Wrexham Proposed Industrial Development
Industrial Unit Parking Accumulation Using Trip Rates

Time	IN	OUT		Accumulatio	Capacity
				0	40
07:00-8:00	6	1	6.21214	5	35
8:00-9:00	6	1	6.57152	10	30
9:00-10:00	4	2	6.26348	12	28
10:00-11:00	3	2	5.77575	13	27
11:00-12:00	2	3	4.97998	12	28
12:00-13:00	3	4	6.62286	12	28
13:00-14:00	2	2	3.69648	12	28
14:00-15:00	3	3	5.72441	12	28
15:00-16:00	2	5	7.82935	9	31
16:00-17:00	1	9	10.268	1	39
17:00-18:00	3	3	5.85276	1	39
18:00-19:00	1	2	2.64401	0	40

Appendix F

Calculation Reference: AUDIT-756701-200723-0750

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 150 to 14125 (units: sqm)
Range Selected by User: 150 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
------------------------------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	6
-----------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	2 days
B2	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	4 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-02-C-02	BAKERY	CARDIFF
	MAES-Y-COED ROAD CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area: 14125 sqm		
	Survey date: THURSDAY 06/10/16		
2	DS-02-C-02	ENGINEERED PRODUCTS	DERBYSHIRE
	PONTEFRAC STREET DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area: 2600 sqm		
	Survey date: THURSDAY 25/06/15		
3	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE
	GOLDEN HILL LANE LEYLAND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area: 150 sqm		
	Survey date: TUESDAY 06/11/18		
4	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR
	SHAFTESBURY AVENUE JARROW		
	TYNE POINT IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area: 950 sqm		
	Survey date: THURSDAY 15/11/12		
5	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area: 4324 sqm		
	Survey date: TUESDAY 21/11/17		
6	WY-02-C-02	FLUID SYSTEMS	WEST YORKSHIRE
	BROWN LANE WEST LEEDS		
	HOLBECK		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area: 13350 sqm		
	Survey date: MONDAY 19/10/15		
	Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	13350	0.210	1	13350	0.000	1	13350	0.210
06:30 - 07:00	1	13350	0.247	1	13350	0.000	1	13350	0.247
07:00 - 07:30	6	5917	0.082	6	5917	0.014	6	5917	0.096
07:30 - 08:00	6	5917	0.138	6	5917	0.008	6	5917	0.146
08:00 - 08:30	6	5917	0.141	6	5917	0.008	6	5917	0.149
08:30 - 09:00	6	5917	0.087	6	5917	0.020	6	5917	0.107
09:00 - 09:30	6	5917	0.073	6	5917	0.025	6	5917	0.098
09:30 - 10:00	6	5917	0.076	6	5917	0.070	6	5917	0.146
10:00 - 10:30	6	5917	0.054	6	5917	0.039	6	5917	0.093
10:30 - 11:00	6	5917	0.076	6	5917	0.056	6	5917	0.132
11:00 - 11:30	6	5917	0.048	6	5917	0.056	6	5917	0.104
11:30 - 12:00	6	5917	0.042	6	5917	0.048	6	5917	0.090
12:00 - 12:30	6	5917	0.065	6	5917	0.054	6	5917	0.119
12:30 - 13:00	6	5917	0.054	6	5917	0.085	6	5917	0.139
13:00 - 13:30	6	5917	0.062	6	5917	0.028	6	5917	0.090
13:30 - 14:00	6	5917	0.023	6	5917	0.031	6	5917	0.054
14:00 - 14:30	6	5917	0.059	6	5917	0.059	6	5917	0.118
14:30 - 15:00	6	5917	0.051	6	5917	0.054	6	5917	0.105
15:00 - 15:30	6	5917	0.037	6	5917	0.110	6	5917	0.147
15:30 - 16:00	6	5917	0.054	6	5917	0.104	6	5917	0.158
16:00 - 16:30	6	5917	0.028	6	5917	0.265	6	5917	0.293
16:30 - 17:00	6	5917	0.011	6	5917	0.096	6	5917	0.107
17:00 - 17:30	6	5917	0.045	6	5917	0.076	6	5917	0.121
17:30 - 18:00	6	5917	0.068	6	5917	0.039	6	5917	0.107
18:00 - 18:30	6	5917	0.025	6	5917	0.062	6	5917	0.087
18:30 - 19:00	6	5917	0.008	6	5917	0.008	6	5917	0.016
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	1.864			1.415			3.279		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	150 - 14125 (units: sqm)
Survey date date range:	01/01/12 - 20/06/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.