

# MEMORANDUM

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**From:** Chief Officer, Environment & Technical      **To:** Chief Officer Planning & Regulatory  
**FAO:** Mared Rees-Jones

**Our Ref:**      **Your Ref:** P/2020/0363

**Date:** 18<sup>th</sup> September 2020

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**Land west of Sesswick Way, Marchwiel, Wrexham.  
Proposed glasshouse with packing facility and offices, energy centre, recovery plant and reservoirs**

Further to your email / consultation dated 04/09/2020 in respect of the above, I comment as follows:-

Following my initial comments on this application a further technical note has been provided by the applicant, addressing the highways issues raised. The technical note has sought to address the following:

- Forecast trip attraction and associated impact on the local highway network;
- Personal Injury Collisions within the vicinity of the application site on the local highway network; and
- Site access arrangements / a Construction Traffic Management Plan

## **Trip Generation and Traffic Assessment**

The Transport Statement initially submitted included a robust estimate of the daily trip numbers generated by the site, by HGVs and by cars.

In order to assess the impact of the development trips on the highway network it is necessary to combine these trips with the baseline traffic flows and undertake junction assessments of the key junctions.

It is recommended that the following junctions should be assessed:

- The main site access junction
- Cefn Road/Bridge Road South/Bedwell Road/Sesswick Way roundabout
- Bridge Road South/ Clywedog Road South roundabout

However, due to the Covid 19 lockdown it has not been possible to collect meaningful baseline traffic data. In light of this the developer was previously advised to contact the consultants working on the Wrexham KS2 scheme and the North Wales Traffic Model to obtain previously collected data. It should be noted that the common use of the peak hour to assess traffic impact reflects the fact that this is often the time when the development traffic impact will be greatest. If the impact is expected to occur at a different time of day it may be appropriate to assess that time period.

The Technical Note received in response to the previous comments asserts that as trips are likely to occur outside of the network peak hours there will be no significant impact on the highway network during the peak hours.

Without consideration of the existing traffic flows or any junction assessments, it is not possible to establish precisely what impact the development will have on the highway network or judge whether

it would be acceptable. However, there is no anecdotal evidence to suggest that there are any existing significant traffic issues in the near vicinity to this site.

The original documentation stated that the proposed hours of operation for the site will be 06:00 to 15:00 and the use of an appropriate condition requiring an enforceable Traffic Management Plan would address the issues of HGV movements during the morning peak period.

### **HGVs**

It is welcomed that an Operational Traffic Management Strategy is proposed by the developer to prevent HGVs from arriving or departing between 08:00 and 09:00. This document would form the basis of the proposed planning condition in respect to vehicle movements. Paragraphs 2.3 and 2.4 of the Technical Note shows that this restriction would increase the HGV headway such that HGV's would arrive every 5 minutes rather than every 8 minutes if this restriction is imposed.

### **Staff/Visitor Travel**

It is welcomed that there is a proposal to implement a staff minibus transport scheme and the suggested Employee Travel Plan. These measures will help to minimise traffic to the site and encourage use of sustainable travel options. This does not, however, remove the need to assess the traffic impact of the development.

### **Site Access**

A potential future issue was previously identified with the minor gated accesses if they are used at a future date. The Technical Note confirms that these access points are reserved for emergencies only and the site plans show an area of grass in front of these accesses.

### **Accident Analysis**

The previously submitted Transport Statement had a limited assessment of the collisions in the wider area surrounding the site and further collision history for Cefn Road and Clewedog Road was requested.

A detailed analysis has now been provided, which is satisfactory as it shows that there are no highway safety issues present that would need to be addressed by this developer.

### **Construction Traffic Management Plan**

The Technical Note confirms that a Construction Traffic Management Plan shall be provided and suggests that this is dealt with in the form of a planning condition.

### **Conclusion**

We are now satisfied that a full review of the accident history has been undertaken.

Conditions should be imposed that reflect:-

- The Technical Note suggests that a staff minibus transport scheme and an Employee Travel Plan will reduce the impact of staff trips. These initiatives are welcomed and encouraged.
- As previously stated, a Construction Traffic Management Plan is required for approval before any construction can take place on this site, paying particular attention to the proposed usage of all the access/egress points to the site.
- An Operational Traffic Management Strategy/Plan is required for approval before any operation begins on the site.

The Technical Note provided still does not provide information to demonstrate whether the development can be accommodated by the highway network in terms of capacity. However, the implementation of the Operation Traffic Management Plan will ensure the morning peak period is not affected. This plan will also need to pay particular attention to the proposed usage of all the access/egress points to the site.



Chief Officer, Environment & Technical