

MEMORANDUM

From:	Suzie McGarva on behalf of Chief Officer, Environment & Technical	To:	Cox Freeman
		FAO:	Alan McCall
Our Ref:	P/2020/0229	Your Ref:	N /A
Date:	29 th July 2020		

**INFILL AND COLD STORE EXTENSIONS 1. EXTRA DOCK AND FIRST FLOOR OFFICE AND
ENGINEERING WORKSHOP EXTENSIONS, NEW ACCESS ONTO ASH ROAD AND
ASSOCIATED CAR PARKING**

**ROWAN FOODS LTD OSCAR MAYER LTD ASH ROAD SOUTH WREXHAM INDUSTRIAL
ESTATE WREXHAM**

Drawing ROW01-CFL-00-00-AP-A-0501 Rev P07, 2nd April 2020

**Design and Access Statement ROW01-CFL-ZZ-XX-RP-A-0720 Design and Access Statement
Rev P01, 6th February 2020.**

Further to your consultation dated 9th July 2020 in respect of the above, I comment as follows:-

Access

The proposal includes the creation of a new access onto Ash Road South, near the western boundary of the site. This access is proposed as an exit point only. The site sits within the existing Wrexham Industrial Estate to the East of Wrexham itself. The proposed egress exits onto Ash Road South which connects to Ash Road South and Ash Road North. The road network surrounding the site is an unclassified road with a 40mph speed limit and limited pedestrian provision.

It is noted that the proposal makes reference to the construction of a new perimeter road on the western boundary, connecting the service yard at the rear of the building with the new site egress. The applicant confirms this connection will be submitted in a separate application due to ecological matters, and is therefore not being considered within this response.

It is understood that the new access to the west of the site is intended to be used as an exit point only for lorries, alleviating congestion on the existing access point and creating a one-way flow for lorries through the site. Due to the insufficient distance (9.5m) between the proposed gate and the carriageway on Ash Road South (along with the 9.1m kerb radii), it should be noted that the proposed egress point should not be allowed to function as an access point into the site.

A visibility splay for the proposed access is included in document ROW01-CFL-00-00-AP-0501, with a visibility splay of 120m along Ash Road South to the east. This complies with the desirable minimum defined by DMRB for 40mph roads. However, the location of the building near the southern boundary of the site and the presence of trees appear to restrict the visibility from the proposed egress point. It is recommended the pruning of lower branches of the tree immediately East and adjacent to the new access, and the removal of other vegetation/trees in the line of visibility, should be undertaken to ensure sufficient visibility to the east for HGV vehicles exiting the

site. To the west no visibility splay is provided and the drawing does not indicate how it is proposed to provide the required splays from the proposed egress to the west.

Please note a Road Safety Audit would also be required for the new egress onto Ash Road South.

The egress would need to be paved with hard bound materials. No private surface water would be permitted to flow onto the adjoining highway. An Aco drain or similar would be required across the access to intercept any private surface water run-off.

Parking & Turning Provision

The existing site includes a total of 256 car parking spaces, with an additional 37 proposed. Furthermore, the Design and Access Statement includes mention of the availability of an additional 30 car parking spaces off site for potential overspill parking.

The applicant has attached an estimation of the increase of staff and parking demand associated with the extended premises. This suggests the expansion will generate an additional 100 members of staff, with a peak of 401 people on site between 1pm and 2pm. The proposal of an additional 37 new car parking spaces aligns with the current on-site provision ratio of number of staff to parking spaces. No information has been provided as to the existing operation of the site and whether the current provision is sufficient to serve demand. It is understood that there are existing issues with regards to parking within the industrial estate. The applicant should demonstrate that the proposed provision will be sufficient to avoid any negative impact in the surrounding area.

In accordance with WCBC Local Planning Guidance Note No. 16, 1 car parking space should be provided for each 50m² of gross floor space. The submitted layout plan complies with WCBC guidance including provision of 293 on-site spaces.

The Design and Access Statement makes reference to the availability of 30 car parking spaces off site. No information has been provided as to the location of these or frequency that these may be required. The applicant should provide further detail as to the purpose of these spaces, their specific location in relation to the site, as well as pedestrian or other connectivity to and from the premises.

The information provided highlights that a number of employees will be dropped off at the entrance area, however, limited information regarding this has been provided. It is unclear whether this happens inside or outside of the entrance gate, with the possibility of informal drop off and pick up activity and vehicle turning taking place near the carriageway on Ash Road South. The applicant should provide more information on the expected numbers utilising drop off and how this movement will be managed to avoid disruption to Ash Road South and conflicts with other vehicles.

The Design and Access statement included in the proposal does not provide information on existing or proposed provision of mobility spaces. As per WCBC Local Planning Guidance Note No. 16, a minimum of 10% of all car parking spaces should be provided to 'mobility standard', with no less than 60% of those being offered for exclusive use of disabled persons. The applicant is expected to clarify this provision.

Traffic Generation

No details of the existing and anticipated traffic generation at the site has been provided. A Transport Statement will be needed to demonstrate what impact the increased traffic generation will have on the local highway network. This should include anticipated traffic generated by the additional members of staff required for the operation of the business, as well as heavy vehicles in and out of the premises to support operational requirements.

Consideration should be given to the wider highway network, ensuring key connectivity points are not be negatively impacted by the increase in heavy vehicle traffic generated by the proposed development.

Public Transport Provision

The proposal notes that the nearest Rail Station is 4.5 miles away however, makes no reference to access by bus. The Transport Statement should include a high-level accessibility review for Public Transport ensuring connectivity, where practical between the site and bus stop provision.

Active Travel / Travel Plan

It is noted that this is an existing site, however, it is unclear whether an existing Travel Plan exists for the site. Whilst car sharing and drop off are both highlighted within the Design and Access Statement, the site may benefit from a Travel Plan if not already in place to encourage sustainable and active travel in line with Welsh Government's TAN 18.

Pedestrian / Cycle Facilities

The proposal does not include the improvement of existing pedestrian and cycle facilities. It is understood that provision outside the site will cater for the increase in demand, with the business being already established in the area.

Cycle parking facilities remain unchanged under the proposed development. Standards set by WCBC Local Planning Guidance Note No. 16 require a provision of 1 cycle space per 500m² gross floor space, creating a minimum provision of 28 spaces for the proposed site. The Design and Access Statement submitted as part of the application mentions 'typical cycle and motorcycle usage of 40 bays'. This line does not provide a clear image of the quality of the infrastructure and the exclusivity of its usage. Clarification on the existing provision of cycle parking facilities, and any potential improvements, should be provided.

Conclusion

The applicant to date has not provided sufficient information to adequately assess the impact of the proposed development and the impact on the adjacent network including parking concerns. This will be required in the form of a Transport Statement, as previously noted.

Further information regarding the usage of off-site parking, drop off and pick up activity, provision of mobility parking, access to public transport and cycle parking facilities are also required to address provision and safety concerns. This information is required in addition to a Road Safety Audit for the new egress onto Ash Road South.



Darren Williams
Chief Officer Environment & Technical

