

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:		FAO:	Simon Greenland
		Your Ref:	P/2020/0229
Date:	18 th September 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**

Further to your email dated 08/09/2020 in respect of the above, I comment as follows:-

Access

As stated in the previous Highways response, the new junction must be used as an exit only, as there is insufficient space for an HGV to wait outside the gate to be granted access. An adequate visibility splay has now been shown to the west. The visibility to the east has previously been approved, but it should be noted that on the plans there is a building within the visibility envelope which would not enable standard visibilities to be achieved.

The requirement for a Road Safety Audit remains as the developer is proposing a change to the highway layout by the construction of a new junction. The increase in traffic flows and HGVs movements is not the trigger for the requirement for a Safety Audit.

Parking

Clarification was requested on the proposed provision of mobility parking spaces. The site plan provided shows 24 spaces as existing disabled parking, with an additional four to be allocated. The total of 28 is only slightly below the 10% required by WCBC parking policy and given the nature of the site this level of provision would be acceptable. However, the mobility spaces shown appear to be standard width with no allowance made for wheelchair or walking aids. The WCBC Parking Standards state that mobility spaces should be a minimum of 3.6m wide and this needs to be addressed.

Details of the 30 off-site parking spaces have now been provided. These are located on the adjacent Hauck site. While the location of these spaces is appropriate, no indication is given of the availability of these spaces, or whether increased demand by Hauck could reduce the availability for Rowan Foods in the future.

The developer has clarified that there are typically four motorcycles on site. An appropriate increase in motorcycle parking has been provided.

A clear summary table of existing spaces used for parking, both on and off site, should be provided as there appear from the plans to be approximately 50 spaces shown to the west of the building that will be built over by the extension and it is not clear if these are currently well used.

Employee Drop Off

The applicant has clarified that many employees are dropped off inside the site entrance gate. This is beneficial for congestion levels at the access gate and Ash Road South. It is important that vehicles dropping off staff are included in the traffic generation estimates used to assess the traffic impact on the access and other junctions.

Traffic Generation

While the applicant does not expect an increase in HGV movements, 100 additional employees are expected to travel to and from the site. An assessment of the traffic impact on the highway network is therefore still required. Vehicles dropping off employees must be included in the assessment as well as those that park on site.

As a minimum the site access should be modelled to demonstrate no capacity or vehicle queuing issues and in addition the Ash Road junctions either side of the access should also be modelled to demonstrate that there are highway issues.

Public Transport Provision

The nearest bus stop has been identified on the plans, but no consideration has been given to the frequency or origin/destination of buses serving the site, the fit of bus timetables to employee shift patterns, nor the footway provision for staff travelling by bus.

The bus stop is approximately 430m from the main site entrance. A footway is only provided as far as the Hauck building access.

Staff would be able to access the Rowan Foods site without walking on the carriageway by walking on the grass verge and possibly using a path that appears to link to the overflow parking area shared with Hauck. However, footway improvements between the site and the bus stop should be considered as part of this development.

Pedestrian/Cycle Facilities

It has been confirmed that the total provision of cycle parking will be increased to 30. This is considered appropriate.

Travel Plan

References have been made to the company encouraging employees to cycle and car share, but no formal travel plan is in place. The expansion could be an opportunity to introduce a travel plan.

Conclusions

An assessment of the traffic impact on the highway network is still required. Vehicles dropping off employees must be included in the assessment as well as those that park on site.

A road safety audit is still required as this relates to the construction of a new junction rather than any change in traffic flows.

Public transport and active travel options have been given minimal consideration. There is a requirement of the Active Travel Act to consider improvements.

The site expansion could provide an opportunity to introduce a travel plan to promote use of active travel and public transport.

Clarification has been provided on parking provision, but concern still remains in respect to the location of spaces used and their occupancy levels. In addition it is noted that the disabled spaces do not comply with WCBC design standard for mobility parking.

A handwritten signature in black ink, appearing to be 'R. K. S.', is positioned in the top left corner of the page.

Chief Officer, Environment & Technical