

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:		FAO:	Mared Rees-Jones
		Your Ref:	P/2020/0363
Date:	20 th August 2020		

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

Further to your consultation dated 03/08/2020 in respect of the above, I comment as follows:-

Trip Generation

The expected number of trips generated by both cars and HGVs have been calculated from first principles based on knowledge of other comparable sites. A robust estimate has been obtained of the likely development trip numbers. In peak period, up to 90 HGV trips and approximately 300+ car trips are expected at the site.

Traffic Assessment

ATC surveys were undertaken on Cefn Road and Sesswick Way in May 2020. Due to the national lockdown during the coronavirus pandemic, these traffic counts will be substantially lower than typical traffic and this is acknowledged in the TA. No baseline traffic flows or capacity assessments of the key junctions have been provided.

In the current circumstances new meaningful traffic count data cannot be obtained at this time, but without the data and assessments it is not possible to confirm that the development can be supported by the surrounding highway network. It may be possible to use data collected in previous years for transport assessments undertaken for nearby sites.

It is recommended that the Developer is advised to contact Consultants working on the Wrexham KS2 scheme (Mott MacDonald – claudia.currie@mottmac.com) and the North Wales Traffic Model (Jacobs -Daniel.Cornelius@jacobs.com)

Site Access

The development will use the existing access on to Cefn Road, which is shared with Welsh Water which is already used regularly by HGVs. The visibility splays at the Cefn Road and Sesswick Way access junctions have been shown to be within the Design Manual for Street requirements for a highway with speeds over 40mph. There remains concern that the swept path diagrams, shown on the OS map base, for the existing entrance to the site show HGV's driving on land not currently used as highway but as this land is included in the Redline Boundary this can be resolved through an appropriate S278 agreement.

There could be a future issued with the additional minor gated accesses if they are used at a later date to access/egress the site on a regular basis.

Accident Analysis

The Crashmap website provides an acceptable indication of the accident record in the close vicinity of the site. However, the screen shot from Crashmap used by the Developer shows no accidents for the three year period shown on Cefn Road and Sesswick Way adjacent to the site, nor on the site access junction or the Cefn Road/Bridge Road/Bedwell Road/Sesswick Way junction.

If the study area is widened slightly and five years of data are displayed, there appears to be a cluster of accidents on Cefn Road within 500m to the west of the site access junction. This includes

one fatal and one serious accident which is a concern as this route is likely to be used by staff and visitors coming from Wrexham. In addition, for Clewedog Road, on the route north towards the A534 been a number of serious accidents. This route would be used by both HGV and car traffic to the site.

It is therefore inappropriate to conclude that there are no relevant highway safety issues near the proposed site access and along the routes that the development traffic would use. Further investigation of the collision history is required on Cefn Road and Clewedog Road.

Car Parking

Parking requirements have been estimated based on the proportion of workers driving to work in this MSOA according to 2011 Travel to Work census data. It is estimated that 143 of the 180 staff are likely to drive to work. A small number of visitors to the site are also expected, producing a total parking requirement of 145 spaces at peak times.

Sustainable Transport Options

Sustainable transport options to the site are available to staff as the site is accessible by bus via the bus stop in Pentre Maelor, approximately 15 minutes walk from the site. The proposal will provide an additional bus stop closer to the site which will encourage sustainable travel option to the site.

The provision of cycle parking on site will encourage the use of Active Travel via a shared use path linking the site to Wrexham, although in places this is narrow and would benefit by improvement. There are local amenities available in Marchwiel and Wrexham which is within a reasonable cycling distance.

Bus Stop Provision

It is noted that the applicant's proposal is to provide east and westbound bus stops on Cefn Road, for bus routes that already pass the site and agree this would improve the options for employees to travel sustainably. The proposed bus stop locations appear appropriate and should be secured through Section 106 or 278 Agreements.

Internal Site Layout

A site layout plan and swept path analysis has been provided, showing that the expected HGV movements can be accommodated within the proposed site layout, with sufficient space for vehicles to wait on site if loading bays are not vacant.

Conclusion

The Transport Statement does not yet demonstrate that the development can be accommodated by the highway network in terms of safety or capacity.

Due to the effects of the coronavirus pandemic the collection of base traffic data in order to undertake capacity assessments has been disrupted. We would suggest the following be advised to the Developer:

It is recommended that the Developer is advised to contact Consultants working on the Wrexham KS2 scheme (Mott MacDonald – claudia.currie@mottmac.com) and the North Wales Traffic Model (Jacobs - Daniel.Cornelius@jacobs.com)

It is recommended that a wider assessment of accidents is undertaken, particularly looking at routes to the A534 and west into Wrexham.

It should be noted that the developer has offered to contribute to the provision of the bus stops via a financial contribution or through a section 278 agreement and this agreement could also be used to secure appropriate highway access improvements to the site entrance to enable HGV's to pass more easily.

In addition, 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.



