

Transport Statement – Addendum Report

PROPOSED WAREHOUSE DEVELOPMENT
ABBAY ROAD, WREXHAM, LL13 9XP

HIGHWAYS ADVICE LTD on behalf of McCarthy Group, December 2017

1. TRANSPORT STATEMENT ADDENDUM REPORT

This Transport Statement Addendum Report has been prepared by Highways Advice Ltd in response to formal highways comments issued in relation to planning application 2017/1013, proposed B8 warehouse development at Abbey Road, Wrexham, LL13 9XP.

The Addendum Report provides information in relation to each matter where further information was requested by the Council's Highways Officer.

2. ACCESS

2.1. Shared Use of Access

An appropriate agreement exists between the applicant and the Clwydian Group regarding shared use of the proposed site access from Abbey Road.

2.2 Site Access Visibility

WCBC Highways comments requested a visibility splay of 2.4m x 33m (sufficient to cater for speeds of up to 25mph) should be provided to the right from the proposed site access. This is now shown on the proposed site plan, ensuring any vehicles leaving the site will have adequate visibility of vehicles turning left into the site (or into the Clwydian Group site) from Abbey Road.

WCBC Highways comments also requested a similar level of visibility be provided to the left from the site access, to ensure visibility of any vehicles leaving the Clwydian Group site. Unfortunately, this level of provision is not possible, due to the need to provide secure gating to the Clwydian site as close to the Abbey Road frontage as possible. In addition, it is not expected that the speed of vehicles using the Clwydian site access road will exceed 10mph.

As shown on the revised proposed site plan, the gates to the Clwydian Group are now to be set further back, to allow a visibility splay of 2.4m x 15m to the nearest kerbline to be provided. The splay also extends to 35m when measured to the centreline of Clwydian Group access road. This level of visibility splay provision will be sufficient to ensure that any vehicles leaving the application site have adequate visibility of any vehicles leaving the Clwydian Group site.

2.3 Boundary Fencing

As can be seen from the proposed site plan, the proposed site boundary fencing has also been set back behind both visibility splays, to ensure there will be no obstructions within the splays above a height of 1m, as requested by the Highways Officer.

3. FOOTWAY PROVISION

WCBC Highways comments requested that a segregated pedestrian footway be made into the site from the existing footway on Abbey Road.

As shown on the proposed site plan, a new 2m wide footway into the site will be provided, with pedestrian crossing into the application site facilitated away from the site access junction. The

proposed pedestrian access arrangements will now ensure safe pedestrian crossing movements into and out of the site at all times.

4. PARKING AND TURNING PROVISION

32 car parking spaces were originally proposed within the planning application. WCBC parking standards permit a maximum of 34 spaces to be provided in this instance ($3380/100 = 34$ spaces). WCBC Highways comments advise that as the maximum standard is not being met fully, a planning condition should be attached which limits the proposed on site car parking provision to use of the applicant only (i.e. not to run with the land).

Such a condition (specific to the applicant only) would create legal and planning difficulties in the future. However, it is recognised that the Council are keen to maximise the proposed on site car parking (in accordance with the maximum number of space permitted. i.e. 34).

Therefore, the proposed site plan has been amended to now include a further 2 overspill car parking spaces which can also be used within the on site car park if required. As 34 spaces are now to be provided, the proposed level of car parking fully accords with WCBC maximum car parking standards.

5. SERVICE AND DELIVERY MANAGEMENT PLAN

WCBC Highways comments requested that a Service and Delivery Management Plan is provided, incorporating advice provided by WCBC's Highways Officer. This is provided below. The applicant is happy for this Service and Delivery Management Plan to be conditioned.

Service and Delivery Management Plan	
Area	Commitment
Staff Numbers	27 staff are to be employed on site. Typically, there will be a maximum of 21 staff on site at any one time.
Visitors	No more than 5 visitors to site are expected per day. All visitor parking to the site shall be accommodated within the on site car park. No visitor parking associated with use of the site shall occur on the adopted highway.
Maximum Length of HGV's visiting site	16.5m
HGV Management	There are expected to be 12 HGV's attending site each day i.e. (24 two way movements) per day. HGV arrivals to site will be managed via a booking system and will be staggered to ensure that only 1 HGV arrives at any time (to minimise conflict at the site access). A maximum of 3 HGV arrivals per hour are expected. No stacking of HGV's shall occur on the adopted highway at any time. All HGV arrivals shall be immediately accommodated within the site. No HGV's shall park on the adopted highway at any time. All HGV's arriving at site shall use the on site HGV turning area to turn around.

	No HGV's shall use the adopted highway for turning, at any time.
Delivery Management	All deliveries to site will be accommodated within the site at all times. No deliveries to site shall take place from the adopted highway. All delivery vehicles shall park under the warehouse canopy. All delivery vehicles will turn on site using the turning facilities provided. No turning of delivery vehicles will occur on the adopted highway.
Staff Parking	All staff parking shall be accommodated within the on site car park, and no staff parking shall take place on the adopted highway at any time.

6. CONSTRUCTION AND TRAFFIC MANAGEMENT PLAN

WCBC Highways comments also requested that a Construction Traffic Management Plan is submitted, prior to planning approval. It is requested that such a CTMP would include details relating to:

- Duration of construction period;
- Anticipated no. of daily construction vehicle movements i.e. HGV's cars, vans visiting the site;
- Details of maximum size / length of HGV likely to visit the site including swept path details of such vehicles entering / leaving site;
- Detailed layout plan indicating number of contractor parking spaces including details of on site turning facilities;
- Details of proposed construction period traffic management;
- Measures to ensure no mud is deposited on the highway; and
- A statement to confirm vehicle arrivals will be managed safely.

Unfortunately, this information is not available to the applicant at this present time in the planning process. The applicant does however note the requirements of the CTMP, and would be happy for this matter to be conditioned so that full details (in accordance with the above requirements), can be provided to WCBC, prior to the commencement of development.

7. CONCLUSIONS

The above information covers all areas where additional information regarding highways matters has been requested by WCBC's Highways Officer.