

Transport Statement

PROPOSED WAREHOUSE DEVELOPMENT
ABBAY ROAD, WREXHAM, LL13 9XP

HIGHWAYS ADVICE LTD on behalf of McCarthy Group, November 2017

1. TRANSPORT STATEMENT

This Transport Statement has been prepared by Highways Advice Ltd in support of a full planning application for a proposed B8 warehouse development at Abbey Road, Wrexham, LL13 9XP.

1.1 Proposed Development

The site is a vacant plot of land on Abbey Road, located within Wrexham Industrial Estate. It is proposed to develop the site for B8 Storage and Distribution use. The proposed development will comprise 2892 sqm of B8 warehouse floorspace, plus 488 sqm ancillary B1 offices (3380 sqm in total).

The proposals will create a new purpose built facility for the applicant, who has two local depots nearby (in Gresford and Redwither Business Park). Should planning permission be granted, it is expected that all staff from the applicants existing depots will relocate to the proposed development.

2. SITE LOCATION

The site is located adjacent to Abbey Road within Wrexham Industrial Estate. As shown below in **Figure 1**, the site lies immediately north of the Clwydian Group site. It is proposed to take access into the proposed development site from the recently constructed access to the Clwydian Group site.

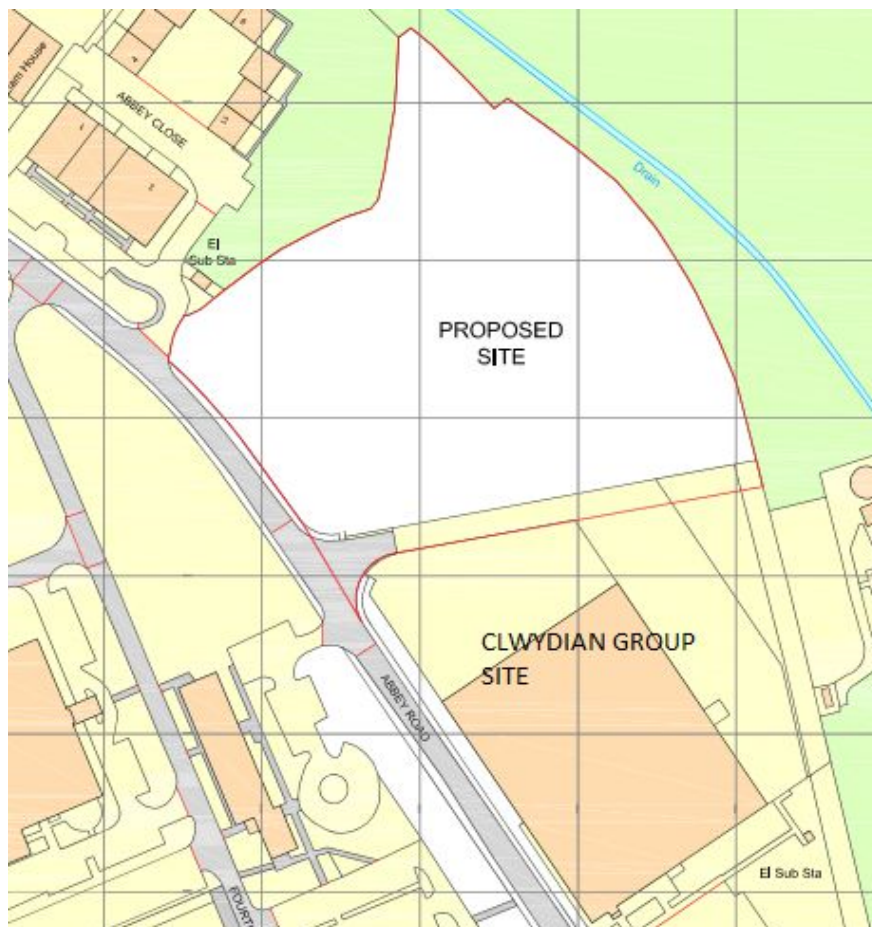


Figure 1: Site Location

3. SITE ACCESSIBILITY

3.1 Pedestrian Access

Abbey Road is situated within the north-east quadrant of Wrexham Industrial Estate, approximately 3km to 4km walking distance from the outskirts of Wrexham. Other areas of the industrial estate can be reached easily on foot, within 1.5km walking distance from the site.

The site currently has no existing pedestrian access points. As shown on the proposed site plan, pedestrian access into the site will be provided via the proposed site access onto Abbey Road. The site access in this location also benefits from the provision of tactile paving to assist pedestrian movements across the junction.

3.2 Cycle Access

Being located within Wrexham Industrial Estate, Abbey Road carries a significant proportion of HGV traffic. However, Abbey Road is approximately 7m wide and is flat, and is generally suitable for on road cycling. Cycle access to the site from Abbey Road will be via the proposed vehicular entrance to the site.

3.3 Bus Access

The site is well situated in relation to local bus services. A bus stop exists within 100m of the site on Abbey Road. The stop in this location benefits from the presence of seating and a shelter. The available services at the nearest bus stop on Abbey Road are shown below in **Table 1**.

Northbound – (Redwither Tower)	
<i>Service Number</i>	<i>Destination</i>
13B	Wrexham
41	Wrexham
41A	Wrexham
42	Wrexham
C56	Wrexham
Buses per hour (Peak)	4 (1 every 15 minutes)
Buses per hour (Interpeak)	2 (1 every 30 minutes)

Table 1: Bus service frequency within 100m walking distance of the site

As can be seen from **Table 1**, bus accessibility to and from the site is fairly good. Some 43 buses serve the stop each day (Mondays to Saturdays) between 0605 to 2210 hours. There are typically 4-5 buses per hour at peak times, and 1-2 buses per hour outside of peak periods, all of which link to Wrexham town centre. This ensures bus travel is a realistic option for future staff and visitors to the proposed development.

3.4 Rail Access

The site is situated within 8km of Wrexham Central and Wrexham General rail stations. An hourly service to Bidston is available from Wrexham Central, whilst regular services to Birmingham, Cardiff, Chester, Holyhead, Llandudno, London, Manchester, Shrewsbury and Wolverhampton can be accessed at Wrexham General station.

Whilst both rail stations lie outside of an achievable walking distance, they can easily be reached via the regular bus services to Wrexham town centre available on Abbey Road. Rail travel to the site is therefore possible via a wider public transport journey.

3.5 Car and Heavy Goods Vehicle Access

As shown on the proposed site plan, vehicular access to the site will be via an amendment to the existing Clwydian Group site access. This access has been recently constructed to accommodate HGV traffic. It benefits from 15m kerb radius, and is approximately 33m wide at its junction with Abbey Road. This industrial standard highway provision will ensure appropriate car and HGV access to the proposed development site.

3.5.1 Site Access Visibility

Abbey Road is subject to a 40mph speed limit. TAN18 advises that for a 40mph speed limited road, visibility splays of 2.4m x 120m should be provided to the nearest kerblines in both directions. The proposed site access junction with Abbey Road has been recently formed to provide access to the Clwydian Group site. Visibility splays of 2.4m x 120m are achievable in both directions at the site access onto Abbey Road.

It can also be noted that the existing boundary treatment between the application site and the Clwydian Group site is in the form of 2m high green weld mesh fencing. This allows visibility between both site access routes. The proposed individual access arrangements will also benefit from the provision of highway markings as shown on the proposed site plan. The markings will require all HGV's leaving the proposed development site to give way to traffic leaving the Clwydian Group site, thereby ensuring the safe operation of both site accesses.

3.5.2 Swept Path Assessment

Swept path assessment drawing 1491-001 (attached as **Appendix A**) is provided in relation to proposed HGV access arrangements to and from the site. Drawing 1491-001 demonstrates that a HGV can safely turn into and out of the site to and from Abbey Road (in both directions). The swept path assessment drawing also demonstrates that HGV's can safely enter and exit at the proposed site entrance barriers. The central area between the entrance barriers is to be constructed to a low kerb height of no more than 150mm, meaning that the body of a HGV can safely pass over this area.

3.5.3 HGV Turning Area

The Wrexham CBC Local Planning Guidance Note No.16 advises that *"An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road."*

As shown on the proposed site plan, the site layout includes provision of a 25m diameter turning circle within the centre of the site. This will allow all HGV's to turn safely on site, without requiring use of the adopted highway.

4. PROPOSED PARKING ARRANGEMENTS

4.1 Car Parking

Wrexham CBC Local Planning Guidance Note No.16 provides maximum car parking standards for new development proposals in Wrexham. It advises that maximum car parking provision for B8 Storage and Warehouse use is 1 space per 100 sqm gross floor space. In this case, this equates to provision up to a maximum of 34 spaces ($3380/100 = 34$ spaces).

As shown on the proposed site plan, the development would provide 32 car parking spaces (including 2 disabled spaces). The proposed level of car parking thereby accords with Wrexham CBC maximum car parking standards.

4.2 Proposed Staff Numbers

A schedule produced by the applicant detailing expected staff numbers at the site, and typical daily traffic movements, is attached as **Appendix B**. As can be seen from the schedule, in total, 27 staff will be employed on site, with a maximum of 21 staff expected to be on site at any one time.

4.3 HGV Parking

The proposed site plan also includes provision of 4 dedicated HGV parking spaces within the site. All HGV arrivals to the proposed development will need to be pre-booked, as per arrangements at the applicants existing depots. It is anticipated that just one HGV will be permanently based on the site, and will be parked under the warehouse canopy.

4.4 Bicycle Parking

The Wrexham CBC Local Planning Guidance Note No.16 also identifies minimum cycle parking standards for B8 Storage and Warehouse development. The document advises that cycle parking for B8 development should be provided to a ratio of 1 space per 1000 sqm gross floor space. This would equate to provision of 4 cycle parking spaces in this instance.

As shown on proposed site plan, a covered cycle parking area (measuring 4.1m width by 2.7m depth) is to be provided to the east side of the proposed site offices. This cycle parking area will be sufficient to accommodate the parking of 8 cycles. Proposed cycle parking provision will therefore accord with Wrexham CBC minimum cycle parking standards.

5. EXPECTED TRAFFIC GENERATION

5.1 Daily Car Movements

In respect of daily car movements at the site, as shown on the staff schedule (attached as **Appendix B**), there are expected to be 57 (two way) car movements per day associated with the proposed development.

5.2 Daily HGV Movements

In relation to HGV movements generated by the proposed development, the applicant advises that there are anticipated to be 24 (two way) HGV movements per day. No more than 3 HGV's are expected to arrive per hour at any time, with the peak hours for HGV movements being between 0800 – 1200 hours.

5.3 Total Daily Traffic

As noted above, in total there are expected to be 81 (two way) daily traffic movements generated by the proposed development. When averaged across the proposed hours of opening (0500 to 2200 hours) this results in 4.76 vehicle movements per hour. The proposed level of traffic to be generated by the site is fairly low, and will be easily accommodated on the local highway network.

6. SUMMARY AND CONCLUSIONS

This Transport Statement has reviewed the highways and transportation issues associated with the proposed development, and has noted that:

- The proposed development site is located in an accessible urban location within Wrexham Industrial Estate. Bus services linking Abbey Road to Wrexham town centre can be accessed within 100m of the site.
- The site would be accessed via an amendment to the recently constructed Clwydian Group industrial standard site access onto Abbey Road. Swept path assessment drawing 1491-001 demonstrates that HGV's can safely enter and exit the site to / from Abbey Road in both directions.
- The proposed development is to be served by 32 car parking spaces. This level of car parking provision accords with Wrexham CBC maximum car parking standards (which would permit 34 spaces to be provided).
- A covered cycle parking area (sufficient to accommodate the parking of 8 bicycles) is also to be provided on site, in accordance with Wrexham CBC minimum cycle parking standards.
- Traffic generation from the site is expected to be no greater than 81 car and HGV movements per day. This level of traffic generation is fairly low, and will be easily accommodated on the local highway network.

- A 25m diameter turning circle is to be provided within the site. This will ensure that all HGV's can safely turn around on site without requiring use of the adopted highway, in accordance with advice contained in Wrexham CBC Local Planning Guidance Note No.16.

In conclusion, it is considered that the proposed development is acceptable in respect of transport and highways matters, and can therefore be recommended for planning approval.

APPENDICES

A - SWEPT PATH ANALYSIS – 16.5m LENGTH HEAVY GOODS VEHICLE

B – STAFF SCHEDULE / EXPECTED DAILY MOVEMENTS