Transport Statement

Former Tomlinson's Dairy, Five Crosses Industrial Estate, Minera, Wrexham

Supporting Document to Planning Application for Change of Use to B2/B8 Employment Use

1. Introduction

This Transport Statement has been prepared in support of a planning application for the change of use of the former Tomlinson's Dairy site from *Dairy Only* to **B2 (General Industrial)** and **B8 (Storage and Distribution)** uses.

The purpose of this statement is to demonstrate that the proposed change of use will not result in highway or traffic impacts above those associated with the site's lawful fallback use as a dairy.

2. Survey Methodology

An independent, accredited traffic survey was undertaken over a continuous seven-day period between **Monday 30 June and Sunday 6 July 2014**, when Tomlinson's Dairy was in full operation (but prior to the construction of the bottling plant extension).

Traffic movements were recorded across the Five Crosses Industrial Estate, with results presented both as raw counts and weighted "scores" according to vehicle wear factors:

- Car: 0.1
- LGV: 0.1
- OGV1: 1.7
- OGV2: 3.0
- Bus/Coach: 1.3

3. Key Results

Weekly Movements (2014 Survey):

- Tomlinson's Dairy (A10): **2,522 movements**, score 1,717.9 (78.1% of estate total)
- Minera Roof Trusses (A1 + A5): **576 movements**, score 127.6 (5.8% of estate total)
- Strafford Coaches: **430 movements**, score 295.0 (13.4% of estate total)

Annualised Movements (Extrapolated):

- Tomlinson's Dairy: c. **131,144 movements per year**; score c. **89,330**
- Minera Roof Trusses: c. **29,952 movements per year**; score c. **6,635**
- Strafford Coaches: c. **22,360 movements per year**; score c. **15,340**

This clearly demonstrates that Tomlinson's Dairy dominated estate traffic, with Minera Roof Trusses a minor user by comparison.

The June 2014 Traffic Survey has been supplied as an accompanying document.

4. Seasonal Variation

The survey was conducted in **late June**, a peak period for Minera Roof Trusses' business, which typically experiences its busiest months during the summer. By contrast, Tomlinson's Dairy operated consistently at a high level year-round. Had the survey been undertaken in the winter, when MRT's operations are considerably less busy, the disparity between MRT and Tomlinson's would have been even greater. This underlines the scale of difference in traffic generation between the two operations.

5. Fallback Position

The site retains a lawful use as a dairy. In theory, operations could recommence tomorrow at the historic intensity recorded in 2014, including 24/7 working and high levels of HGV movements. By comparison, the proposed B2/B8 occupation by Minera Roof Trusses and Ty Eco will:

- Generate a **fraction of the traffic** previously associated with Tomlinson's;
- Operate largely within standard working hours, with only occasional activity outside these;
- Result in **no intensification of use** over the fallback position.

6. Policy Compliance

The proposals accord with:

- **TAN 18 (Transport)** – making efficient use of existing transport infrastructure;
- **Wrexham LDP2** – supporting the sustainable occupation of employment land without undue impact on the highway network.

No off-site highway works or infrastructure upgrades are required to facilitate the proposed development.

7. Conclusion

The 2014 traffic survey demonstrates beyond doubt that Tomlinson's Dairy generated the overwhelming majority of traffic movements on the estate. By comparison, Minera Roof Trusses accounted for only a small fraction of overall movements. Even allowing for moderate growth, current and projected traffic levels associated with Minera Roof Trusses and Ty Eco will remain significantly below the historic dairy baseline.

Crucially, the survey was carried out during MRT's busiest trading period. If taken during quieter winter months, the contrast between the two operations would be even starker. This reinforces the conclusion that the proposed change of use will not intensify traffic demand but instead represents a significant reduction from the lawful fallback use.

Accordingly, the application poses no risk of adverse impacts on the estate road or the wider highway network. The proposals make efficient use of existing infrastructure and are fully consistent with **TAN 18** and the employment land objectives of **Wrexham LDP2**. In transport terms, the development represents a clear improvement and should be supported.

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