



COTSWOLD
TRANSPORT
PLANNING

Low Carbon Farming 2 Ltd

**Proposed Commercial Glasshouse and
Packing Facility. Five Fords, Wrexham**

Transport Statement

June 2020





DOCUMENT REGISTER

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1 Introduction

Introduction

- 1.1 Cotswold Transport Planning (CTP) Ltd has been instructed by Low Carbon Farming 2 Ltd to prepare a Transport Statement (TS) in support of a planning application for a Commercial Glasshouse and Packhouse Facility (CGPF) adjacent to Five Fords Wastewater Treatment Works (FFWTW) in Marchwiel, Wrexham.

Brief

- 1.2 Planning permission is sought for the construction of a CGPF c.16ha in area on a parcel of undeveloped land to the east of FFWTW. The development proposal comprises two glasshouses (each 8ha in area), a 6.325 square metre (sq.m) gross floor area (GFA) packhouse and ancillary facilities such as welfare, an energy centre, water and CO₂ storage tanks, customer and DNO substations, heat exchanger building and CO₂ recovery plant, closed irrigation system (reservoirs) and associated parking.
- 1.3 This TS considers the transportation matters associated with the operation of the proposed CGPF, including the associated HGV movements and staff trips to and from the development proposal.
- 1.4 Further details of the proposal and the technology used together with the proposed site layout are included within the supporting documents, submitted separately with the planning application.

Scope of Report

- 1.5 The following key highway and transportation issues are examined in detail in this TS:
- i) Suitability of the local highway network and its safety record;
 - ii) Review of the site sustainability;
 - iii) Review of relevant transport planning policy / guidance;
 - iv) Description of development proposals; and
 - v) The forecast trip attraction of the development proposal.
- 1.6 This TS concludes that the site can be suitably accessed and may be accommodated without detriment to the operational safety or capacity of the local highway network. It is therefore concluded that there are no valid highway or transportation reasons, which should prevent the proposed development of the site.



2 The Site and Local Highway Network

Site Location and Composition

- 2.1 The application site is situated on a parcel of undeveloped land approximately 45 hectares (ha) in area to the east of FFWTW in Marchwiell, Wrexham.
- 2.2 The site is bound to the north by Cefn Road, to the east by Sesswick Way, to the south by undeveloped land, and to the west by FFWTW and its associated access road.
- 2.3 The wider area is characterised by the settlements of Marchwiell c.1km to the southwest, Wrexham c.3km to the northwest, whilst Wrexham Industrial Estate is located c.1.5km to the northeast (all distances measures approximately from the centre of the site as the crow flies).
- 2.4 The site benefits from three existing field gate access points; one vehicle access is located at the north-western boundary of the application site and two others which are located at the eastern boundary of the application site.
- 2.5 An indicative site location plan is provided below in **Figure 2.1**. The site boundary is shown in red.

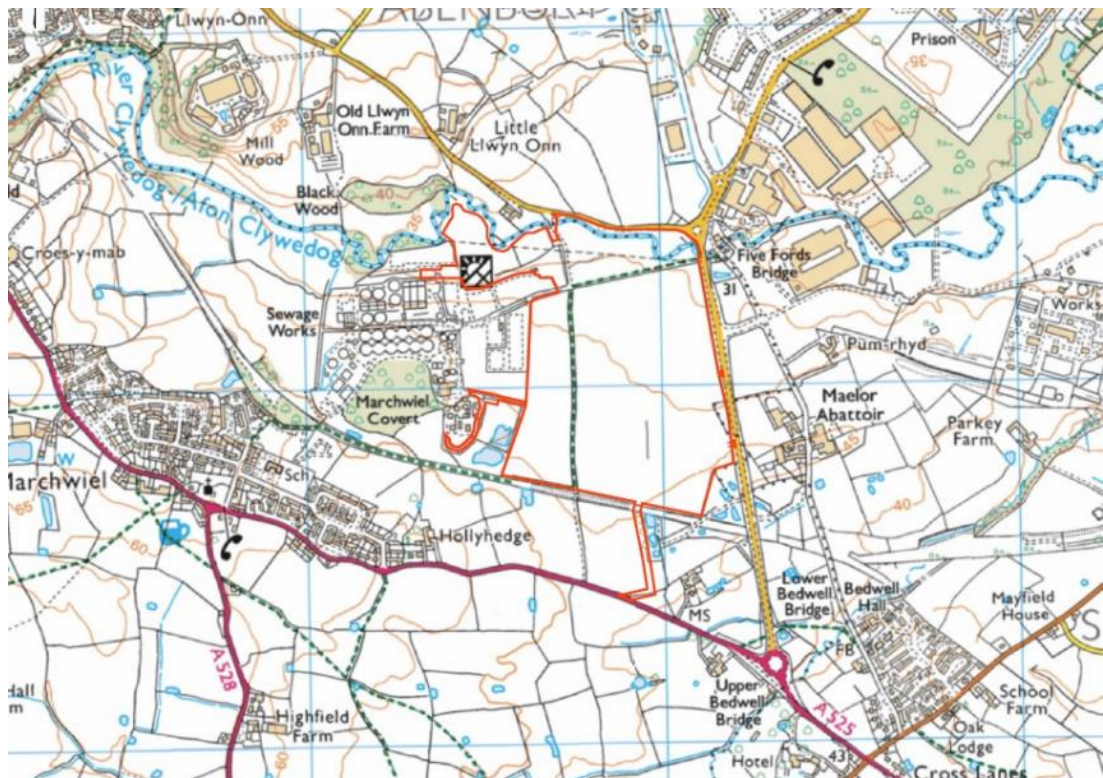


Figure 2.1: Indicative application site location plan.



Local Highway Network

Existing Site Access Arrangements

- 2.6 As previously detailed, the application site benefits from three existing access points; the primary vehicle access being located at the north-western boundary of the site and is served from the FFWTW Access Road, whilst two additional vehicle accesses / egresses are located at the eastern boundary of the application site, which are both served from Sesswick Way. All three are in the form of field gates. The primary access field gated being 8m wide with the other two being 4.5m wide.
- 2.7 Figure 2.2 illustrates the existing primary site access.



Figure 2.2: Indicative application site location plan.

FFWTW Access Road

- 2.8 The FFWTW Access Road is located to the northwest / west of the application site and runs in a north to south and then east to west alignment. The primary site access is located on the outside of a bend where junction visibility is more than adequate given



the FFWTW access road is subject to a 10mph speed limit. The road has an approximate carriageway width of 6.7m.

- 2.9 At its northern extent, it forms the minor arm of a priority junction with Cefn Road and, at its south-western extent, it provides vehicular access to the FFWTW facility.
- 2.10 Figure 2.3 illustrates a typical section of the FFWTW access road between the site access and Cefn Road.



Figure 2.3: Indicative application site location plan.

- 2.11 It should be noted that the FFWTW Access Road crosses a modern bridge within the vicinity of its junction with Cefn Road. This bridge does not have a signed weight limit. It is envisaged that the size and weight of vehicles associated with the application site shall be similar to those associated with the nearby FFWTW facility (HGVs were observed from site visits) and therefore are considered to suitable to use this route to access / egress the development proposal without detriment to the structural integrity of the bridge crossing.



- 2.12 CTP have made enquiries of the highway authority to determine whether there are any weight limits or traffic regulation orders (TROs) associated with the bridge. At the time of writing this has not been confirmed.

Cefn Road

- 2.13 Cefn Road is located to the north of the application site and runs in a southeast to northwest alignment. It has an approximate carriageway width of 7m and is subject to a 40mph speed limit.
- 2.14 At its south-eastern extent, it forms the western arm of the Five Fords roundabout junction and, to the northwest, it provides a link to Wrexham.
- 2.15 A shared use footway/cycleway is provided adjacent to the northern side of Cefn Road. This forms part of Active Travel Route INM-Wrex-WIE-C015 and is illustrated on the extract of Wrexham County Borough Council's (WCBC) Active Travel Integrated Network Map included within **Appendix A**.

Sesswick Way

- 2.16 Sesswick Way is located to the east of the application site and runs in a north to south alignment. It varies in width from approximately 7.5m to 11.5m and is subject to the National Speed Limit, which reduces to 40mph and 30mph speed limits at its northern and southern extents respectively.
- 2.17 At its northern extent, it forms the southern arm of the Five Fords roundabout junction and, at its southern extent, it forms the northern arm of the roundabout junction with the A525.

Public Rights of Way

- 2.18 A Public Right of Way crosses the application site, although is not directly affected by the development proposal. Marchwiell Footpath 39 runs in a broadly east-west alignment from Sesswick Way to the FFWTW access road. It then turns just west of the primary



site access to run north south along and existing track which will be retained. The existing boundary hedgerow between the proposed development and the public footpath will be retained. To the southwest, it provides a link to the main settlement of Marchwiel, whilst to the northeast it provides a link to Wrexham industrial Estate.

- 2.19 An extract of the local PROW network is illustrated in **Appendix A** of this report. **[Awaiting highway boundary and PROW records]**

Local Highway Safety

Introduction

- 2.20 Due to Wrexham County Borough Council (WCBC) not being able to provide detailed Personal Injury Collision (PIC) data for the most recently available three-year period at the time of writing due to the ongoing COVID19 pandemic, CTP has been advised by WCBC to undertake a local highway safety assessment via interrogating the CrashMap database.
- 2.21 The correspondence with WCBC, in addition to a map extract of the most recent three-year period available (i.e. 2016 to end 2018), is provided in **Appendix B**.
- 2.22 This review confirmed that no recorded PIAs occurred within the study area within the three-year study period.
- 2.23 Therefore, CTP considers that there are no overriding or unexpected highway safety patterns or concerns within the vicinity of the site which need to be considered as part of this assessment.

Proximity to Local Services and Amenities

- 2.24 Existing services and amenities typically required on a daily basis are located within both the village of Marchwiel and Wrexham town centre, which are approximately 3.8km and 4.6km from the application site respectively.
- 2.25 Marchwiel benefits from a convenience store, primary school and public transport links typically found within a village (i.e local bus stops), whilst Wrexham town centre and its associated suburbs (i.e. King's Hill and Hightown) benefits from a larger range of



recreational and educational establishments, a hospital and more substantial public transport links associated with a large town (i.e. railway station, bus station and stops). The nearest convenience store to the application site is the Pentre Maelor post office, approximately 1.3km from the primary site access. This is located to the northeast of the site close to Wrexham industrial estate.

Public Transport Accessibility

- 2.26 The nearest public bus stops (i.e. 'Pentre Maelor, Bridge Road South') are located approximately 1.4km to the northeast of the application site on Bridge Road South – the northern arm of the Five Fords roundabout which leads to Wrexham Industrial Estate.
- 2.27 Both the north-eastbound bus stop comprises a flag and pole, hardstanding area and a layby, whilst the south-westbound bus stop comprises a hardstanding area with no other provision.
- 2.28 A summary of the service that operates at these stops is provided below in **Table 2.1**, whilst the full timetables are provided in **Appendix C**.

Service	Route / Destinations Served	Days	First Service	Approx. Daily Frequency	Last Service
41A	Wrexham to Redwither Tower	Monday to Saturday	05:45	Every hour	17:55
	Redwither Tower to Wrexham	Monday to Saturday	06:10	Every hour	18:17

Table 2.1: Summary of bus services which serve at the Pentre Maelor, Bridge Road South bus stops (source: <https://www.traveline.cymru>).

- 2.29 **Table 2.1** demonstrates that Bus Service 41A operates regularly between the settlements of Wrexham and Redwither Tower and does so via travelling past the application site on Cefn Road. Therefore, it is considered staff may travel to / from the proposed CGPF via public transport, in favour or travelling via private, single occupancy car journeys, should bus stops be provided near the site.

Summary

- 2.30 The site is considered to be accessible for staff of the proposed CGPF - depending on shift patterns - to travel to and from by modes of transport other than the private car as



there are regular bus services to Marchwiell, Wrexham and surrounding areas, should bus stops be provided near the site.

- 2.31 Although, given the necessary location of the development, it is unlikely that many journeys will be made to the site by employees or visitors on foot. However, the settlements of Marchwiell, Kings Hill, Hightown and Wrexham are all located within a 5km distance of the site, which is considered within reasonable cycling distance. Considering the residential areas, amenities and services in proximity to the application site, journeys by such modes of transport on a daily basis would not necessarily be lengthy.



3 Relevant Transportation Planning Guidance

3.1 The relevant transportation policies are set out in the following National and Local documents:

- i) Planning Policy Wales (PPW) (2018);
- ii) TAN18 - Transport(2007);
- iii) North Wales Joint Local Transport Plan (2015); and
- iv) Wrexham Local Development Plan 2 (2013 to 2028).

3.2 The main thrust of recent national and local policy guidance is to:

- i) make effective and efficient use of land;
- ii) reduce car dependency;
- iii) promote sustainable development by making walking and cycling trips easier and encouraging trips by public transport.

PPW (2018)

3.3 Paragraph 4.1.10 states *'Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services'*.

3.4 Paragraph 4.1.11 confirms that a sustainable transport hierarchy should be followed for new development giving priority to walking, cycling and public transport prior to considering private motor vehicles, with Ultra Low Emission Vehicles having an important role to play in rural areas.

3.5 Paragraph 4.1.6 acknowledges that *'different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances. For example, a planning authority wishing to grow a rural village, despite it having limited public transport accessibility, could apply the transport hierarchy by: first considering how the location and design of new development could encourage walking and cycling to shops and services in the village centre; then consider whether new development could be located near a bus stop or enable improvements to the bus service; before finally considering the needs of private motor vehicles, including measures to encourage the use of Ultra Low Emission Vehicles'*.



3.6 Paragraph 4.1.32 makes reference that new development should be integrated with active travel networks whilst paragraph 4.1.35 notes that development should be located where there is, or can be, good access to public transport.

3.7 Paragraph 103 acknowledges that 'opportunities to maximise sustainable transport solutions will vary from urban to rural areas'. To determine if a development is sustainable, the location of the site must be considered.

The Suitability of the Development Proposals

3.8 Given the nature of the proposed development, it is considered that it is well located in terms of its proximity to the local distributor road to accommodate HGVs; residential areas which could be drawn upon in terms of employment; public transport links; and services / amenities located within local settlements (i.e. Marchwiel, Wrexham and the Industrial Estate). This will ensure that the distance that employees of the CGPF have to travel will be minimised. The development is also adjacent to an existing Active Travel Route which encourages the potential for trips to the proposal by sustainable modes of transport.

3.9 **Chapter 2** confirms that there are no existing highway safety issues on the local road network in the vicinity of the site and that the existing FFWTW road already accommodates HGVs, and **Chapter 4** confirms that the proposed site access arrangements are suitable for the type of development proposed.

3.10 It is concluded that the development of the site is generally consistent with the policies of local and national government, given the type of use.



4 Development Proposals

The Development Proposal

- 4.1 Planning permission is sought for the construction of a CGPF c.16ha in area on a parcel of undeveloped land to the east of FFWTW. The development proposal comprises two glasshouses (each 8ha in area), a 6.325 square metre (sq.m) gross floor area (GFA) packhouse and ancillary facilities such as welfare, an energy centre, water and CO₂ storage tanks, customer and DNO substations, heat exchanger building and CO₂ recovery plant, closed irrigation system (reservoirs) and associated parking.
- 4.2 A central access path connects both the glasshouses, which allows for staff to transport the cultivated goods from the southern glasshouse to the distribution / loading area in the packhouse, via the northern glasshouse.
- 4.3 The proposed site layout plan is illustrated in **Appendix D**.
- 4.4 The applicant has advised that the development proposal shall employ a total of 180 members of staff across the entire site during peak season. However, the applicant has also advised that, typically, outside of peak season, this will reduce to a total of 150 members of staff.
- 4.5 The typical hours of operation for the site shall be 06:00 to 18:00 Monday to Friday. Although, during peak season, some additional weekend working will occur between 06:00 and 15:00.

Site Access Arrangements

Vehicle Access / Egress

- 4.6 The primary access for all modes of transport is from the FFWTW Access Road as discussed in **Chapter 2**. This access will be upgraded to provide a bound surface and 2.4m x 25m junction visibility splays with the FFWTW, with such splays being more than adequate for a road subject to a 15mph speed limit. The drawings included in **Appendix E** confirm that the access is suitable to accommodate the swept path of a 16.5m maximum legal articulated HGV, the largest vehicle which will be associated with the site.

The two existing field accesses with Sesswick Way will be retained although will not actively serve the development. They may be used during the construction phase, subject to a Construction Traffic Management Plan.



Junction Suitability Assessment(s)

- 4.7 In order to determine the suitability of the access arrangements, all of the site accesses have been subject to visibility splay assessments.
- 4.8 Automatic Traffic Count (ATC) surveys were installed on Cefn Road (ATC 1) and Sesswick Way (ATC 2) in the vicinity of the site access / egress junctions by 360 TSL, an independent traffic surveyor, between Friday 15th May and Thursday 21st May, 2020. Traffic Survey Data, including installed locations is included as **Appendix F**.
- 4.9 It is noted that Wales was in the lockdown phase of the COVID19 pandemic at the time of the traffic surveys with all but essential travel prohibited. As a result, traffic flows will be much lower than pre-pandemic levels and traffic speeds are likely to be higher because of the reduced traffic flows. Notwithstanding this, junction visibility splays have been calculated based on the recorded 85th percentile speeds.
- 4.10 As all recorded 85th percentile speeds were above 40mph, DMRB parameters to used to inform the SSD. Desirable Minimum SSD values have been used for Sesswick Way given it is subject to the National Speed Limit and a new purpose-built link road. Absolute Minimum SSD parameters have been used for Cefn Road as it is an existing historic road subject to a 40mph speed limit.
- 4.11 The parameters used to determine the required visibility splays is provided in **Table 4.1** and **Table 4.2**.

ATC 1 - Cefn Road		
Parameters	Eastbound	Westbound
85 th Percentile Speed	48.1mph	47.6mph
Reaction Time	2 seconds	2 seconds
Deceleration Time	3.68 seconds	3.68 seconds

Table 4.1: Parameters used to determine visibility splay requirements at the FFWTW Access Road / Cefn Road junction.

- 4.12 Based on the parameters detailed in **Table 4.1**, the FFWTW Access Road / Cefn Road junction requires a 2.4m x 108m visibility splay to the west (left) and a 2.4m x 106m visibility splay to the east (right).



ATC 2 - Sesswick Way		
Parameters	Northbound	Southbound
85 th Percentile Speed	60.8mph	60.4mph
Reaction Time	2 seconds	2 seconds
Deceleration Time	2.45 seconds	2.45 seconds

Table 4.2: Parameters used to determine visibility splay requirements at the Sesswick Way junctions.

- 4.13 Based on the parameters detailed in **Table 4.2**, the Sesswick Way junctions requires a 2.4m x 203m visibility splay to the north (left) and a 2.4m x 206m visibility splay to the south (right).
- 4.14 All visibility splays are achievable between the minor arms (i.e. the site access / egresses) and major arms (i.e. Cefn Road and Sesswick Way) and are within the extent of the adopted highway or land under the control of the applicant **[TBC]**. Some localised trimming of hedgerows and scrub vegetation may be required to enable the visibility splays to be achieved from the Cefn Road access. From site observations, this appears achievable and vegetation may have become overgrown due to a reduction of cutting and verge maintenance during COVID19 pandemic. **[TBC]**
- 4.15 The access arrangement drawings, which demonstrate the required visibility splays, are provided in **Appendix E**.

Internal Site Layout

- 4.16 The swept path analysis drawings, which illustrate the internal access road / internal layout is suitable to accommodate a 16.5m maximum legal articulated HGV and all servicing vehicles, are provided in **Appendix G**. The tracking drawings show HGVs routing left in and right out at the junction with Cefn Road. This is in accordance with signed routes to Wrexham Industrial Estate on local distributor roads in the vicinity. An HGV routing management plan will be adopted by the development to advise all haulage companies of the route to access the development, thus to avoid the need for HGVs to arrive or depart on Cefn Road west of the FFWTW junction.
- 4.17 The HGV Routing Management Plan could be secured by planning condition if considered necessary by highway officers.



Parking Provision

Staff / Visitor Parking

- 4.18 2011 Travel to Work census data has been interrogated using the DataShine website for the 'Wrexham 016' middle layer super output area, which is the area in which the site is located.
- 4.19 The census data indicates that 79.2% of people travel to work in this super output area by car (driving). On this basis, considering the maximum number of staff to be employed during peak season at the CGPF (i.e. 180), 143 staff car parking spaces shall be required.
- 4.20 It is considered that the CGPF shall only be associated with a small number of visitors throughout the day (detailed further in **Chapter 5**).
- 4.21 The CGPF is proposed to have a total of 145 parking spaces, which is considered to be sufficient to accommodate demand (detailed further in **Chapter 5**). The proposed car parking provision is further justified on the basis that the Wrexham 016 area is largely a rural area, within which, the development site is located in a more sustainable area close to both Wrexham and the Industrial Estate, thus the propensity for trips by more sustainable and active travel modes is greater.
- 4.22 In order to encourage travel by modes associated with ultra low emissions, a total of 5% of the car parking provision will be equipped with electric car charging points with cabling and ducting (passive provision) put in place for an additional 5% of car parking spaces for installation of chargers as needed in the future.
- 4.23 36 secure and covered cycle parking spaces will be provided in the form of 18 sheffield stands. This equates to provision for approximately 20% of the peak workforce to encourage trips to be made to the development by cycle. Ease of access to the existing off-carriageway footway/cycleway on Cefn Road should assist in encouraging trips to be made by cycle.

HGV Parking / Loading Bays & Waiting Areas

- 4.24 The CGPF is proposed to have ten HGV loading bays. This is sufficient to accommodate demand (detailed further in **Chapter 5**).



Off-Site Highway Works

- 4.25 In order to encourage travel to and from the site by sustainable modes of transport, the applicant is prepared to provide a financial contribution or to enter into an S278 Agreement to provide new east and westbound bus stops on Cefn Road in the vicinity of its junction with the FFWTW Access Road. This will enable trips to be made by staff to the CGPF by the bus services that pass the site regularly on Cefn Road, as detailed in **Chapter 2**.
- 4.26 Indicative locations, for approval with the highway authority, of where new bus stops could be located on Cefn Road, are shown on the plans included within **Appendix E**.



5 Forecast Trip Attraction

Introduction

- 5.1 The proposed trip attraction of the site has been calculated on a 'first principles' approach. This is based on information provided to the applicant by companies who have experience in the operation of CGPFs.

Forecast Trip Attraction

Staff & Visitors

- 5.2 Based on the census analysis in **Chapter 4**, during peak season, a total of 143 (of 180) staff associated with the proposed CGPF are envisaged to drive to work by car, which equates to 286 two-way vehicle trips. However, on average throughout the majority of the year, a total of 119 (of 150) staff associated with the proposed CGPF are envisaged to drive to work by car, which equates to 238 two-way vehicle trips
- 5.3 Further to the above, some employees may make journeys off-site as part of their employment or at lunchtime, although, the number of trips is likely to be relatively low and occur outside of peak hours. It is estimated that 10 staff associated with the proposed CGPF shall depart and return to the site throughout the day, which equates to 20 two-way vehicle trips.
- 5.4 The applicant has confirmed that the CGPF is unlikely to attract many daily visitors. However, CTP have allowed for five visitors per day, which equates to 10 two-way vehicle trips.
- 5.5 A summary of the forecast number of staff / visitor two-way vehicle trips is provided below in **Table 5.1**.

Period	Two-Way Trips
Peak (i.e. June, July August)	316
Average (i.e. September to May)	268

Table 5.1: Summary of forecast staff / visitor two-way trips per day.



Heavy Goods Vehicles

5.6 Based on information provided by the applicant, a summary of the forecast number of two-way HGV trips associated with the CGPF is provided below in **Table 5.2**. The precise number of vehicle trips depends partly on the type of crop grown as each will have a different maximum yield and different packing requirement and volume. It also depends on the time of the year as the number of vehicle trips will vary, particularly in peak growing season.

Month	HGV Collections	HGV Two-Way Trips (Per Day)
January	8	16
February	8	16
March	20	40
April	40	80
May	40	80
June	45	90
July	45	90
August	45	90
September	20	40
October	20	40
November	20	40
December	8	16
Average	30	60

Table 5.2: Summary of forecast HGV collections and two-way trips per day each month.



5.7 As detailed above in **Table 5.2**, the proposed CGPF is forecast to attract a maximum of 90 two-way HGV trips per day during its peak season of operation, whilst it will attract, on average, around 60 HGV two-way trips each day throughout the year. This equates to an average of eight HGVs arriving / departing the site each hour during peak operation and an average of five HGVs arriving / departing the site each hour during an average day throughout the year.

Total Trips

5.8 A summary of the total number of vehicle trips associated with the proposed CGPF is provided below in **Table 5.3**.

Period	Daily Staff / Visitor Trips	Daily HGV Two-Way Trips	Daily Total Trips
Peak (i.e. June, July, August)	316	90	406
Average (i.e. September to May)	268	60	328

Table 5.3: Summary of peak and average staff / visitor and HGV two-way trips associated with the proposed CGPF.

5.9 As detailed in Table 5.3, the proposed CGPF is likely to be associated with approximately 406 daily vehicle movements during peak season (i.e. throughout June, July and August), of which 90 shall be HGV trips. However, on average, the proposed CGPF is likely to be associated with approximately 328 daily vehicle movements, of which 60 shall be HGV trips. This is considered a worst-case scenario as the applicant has confirmed from discussions with commercial glasshouse operators elsewhere, a large number of car sharing takes place between employees and also as this is based on the maximum number of staff employed at the site, which will not occur all year round.

Trip Impact

5.10 The forecast maximum number of daily HGV movements (i.e. 90 two-way trips) are based on peak productivity and provide a worst-case scenario. In reality, there may be less HGV movements associated with the application site (i.e. average of 60 HGV two-way trips each day across the year), depending on the type of crop grown as each will have a different maximum yield, packing requirement and volume.



- 5.11 The majority of the HGV movements detailed above shall occur outside of both the typical AM and PM peak periods (i.e. 08:00 to 09:00 and 17:00 to 18:00), where the impact of the HGV trips would be at their greatest; and
- 5.12 The swept path analysis drawings demonstrate that there is sufficient capacity to accommodate multiple HGVs within the curtilage of the site due to the design of the internal access road / site layout.
- 5.13 However, notwithstanding the above, the applicant is willing to accept a condition that formally restricts HGVs from arriving and departing the site during the surveyed weekday AM and PM peak hours in order to minimise impact on the operation of the local highway network.
- 5.14 In terms of the parking demand associated with the CGPF, it is envisaged that the quantum of staff / visitor parking proposed (145) shall be able to accommodate demand during peak period, whilst there are sufficient HGV loading bays (10) to accommodate the average number of HGV arrivals each hour during peak operation (9), assuming no HGV deliveries during the AM and PM peak hour. There is ample hard standing within the application site to allow for additional HGVs to wait if all loading bays are occupied at the same time, which is unlikely.
- 5.15 Therefore, no vehicles associated with the application site shall be forced to park or manoeuvre in proximity to the public highway.

Summary

- 5.16 In summary, it is envisaged that the site access arrangements and the internal layout / parking provision shall all serve to accommodate the forecast trip attraction of the proposed CGPF and thus there shall not be a significant impact on the safety and operation of the local highway network.



6 Summary and Conclusions

Summary

- 6.1 Cotswold Transport Planning (CTP) Ltd has been instructed by Low Carbon Farming 2 Ltd to prepare a Transport Statement (TS) in support of a planning application for a Commercial Glasshouse and Packhouse Facility (CGPF) adjacent to Five Fords Wastewater Treatment Works (FFWTW) in Marchwiel, Wrexham.
- 6.2 Planning permission is sought for the construction of a CGPF c.16ha in area on a parcel of undeveloped land to the east of FFWTW. The development proposal comprises two glasshouses (each 8ha in area), a 6.325 square metre (sq.m) gross floor area (GFA) packhouse and ancillary facilities such as welfare, an energy centre, water and CO₂ storage tanks, customer and DNO substations, heat exchanger building and CO₂ recovery plant, closed irrigation system (reservoirs) and associated parking.
- 6.3 This TS considers the transportation matters associated with the operation of the proposed CGPF, including the associated HGV movements and employee trips to and from the development.
- 6.4 This TS has demonstrated the following:
- i) The local highway network is considered to operate efficiently and safely and there are no existing highway safety patterns or problems at the site access or in the vicinity of the site;
 - ii) The site access arrangements and the internal layout are appropriate to serve the development proposal;
 - iii) Parking provision is considered to be suitable to accommodate staff / visitor demand, therefore, mitigating against overspill parking occurring within / on the local highway network; and
 - iv) The forecast trip attraction arising from the development proposal will not result in a detrimental impact on the safe and efficient operation of the local highway network.

Conclusion

- 6.5 This TS concludes that the site can be suitably accessed and can be accommodated without detriment to the operational safety or capacity of the local highway network. It is therefore concluded that there are no valid highway or transportation reasons which should prevent the proposed development of the site.

