

1 INTRODUCTION

1.1 Planning Application

- 1.1.1 A hybrid planning application was submitted by FI Real Estate Management (FIREM) in 2022 for the following:

(A) Full permission to demolish existing units and erect 33 units for B1/B2/B8 use, refurbishment of existing retail and food and drink units.

(B) Outline permission (all matters reserved except access) for 19 industrial (B1/B2/B8 use) with associated access, landscaping and infrastructure works.

- 1.1.2 The planning application was supported by a Transport Assessment and Travel Plan, with the final versions dated March 2022.

1.2 Highways Response

- 1.2.1 Wrexham County Borough Council (WCBC), in its role as local highway authority, provided a consultation response dated 18th May 2022.

- 1.2.2 Matters related to the following were accepted by WCBC:

- Traffic impact;
- Road safety;
- Access junctions;
- Opportunities for use of sustainable transport modes;
- Travel Plan; and
- Construction Management Plan (to be secured by condition).

- 1.2.3 The matters not accepted at that stage and requiring further design change were as follows:

- Site layout with regards to turning heads and circulation at Blocks C, E and F; and
- The number of parking spaces as the proposals exceed the standards of LPG16 by 27 spaces.

- 1.2.4 This Highways Note 1 (HN1) presents a revised layout which addresses these issues.

2 PROPOSED CHANGES

2.1 Revised Layout

- 2.1.1 MCAU, on behalf of FIREM, has produced a revised Proposed Site Plan 1182-02-002 revision P23 which has been submitted to WCBC and with extracts of the layout shown on the drawings mentioned below.

2.2 Car Parking Spaces

- 2.2.1 The revised layout includes fewer units and fewer car parking spaces than the previously submitted layout. 201 spaces are now proposed compared to the 228 spaces previously proposed. The proposals include 22 accessible spaces and 6 electric vehicle charging spaces.
- 2.2.2 It should be noted that the parking figures include a revision to the existing parking in front of Block B, the existing retail units, though the units are not proposed for any changes under Part A of the planning application.
- 2.2.3 The reduction of 27 spaces brings the proposals in line with LPG16 and addresses the comments raised by WCBC Highways.

2.3 Changes to Circulation and Vehicle Manoeuvring

- 2.3.1 A through route between the Coed Aben Road access and the Bridge Road access is now proposed. Previously, Blocks C and E were accessed solely from Coed Aben Road. Heavy goods vehicle (HGV) access will only be permitted from Bridge Road and not Coed Aben Road, though refuse collection vehicle will be permitted to pass between the two. Appropriate signage will be in place to direct HGV drivers accordingly.
- 2.3.2 Dedicated footways are also proposed as part of the revised layout.
- 2.3.3 The Bridge Road access will also serve Part B of the planning application. Whilst this part remains in outline internally and subject to future reserved matters, it will be required to align with the Bridge Road access and the two existing accesses maintained to the land centrally to the rear.

2.4 Swept Path Analysis

- 2.4.1 The swept path analysis previously presented has been updated to reflect the proposed changes to the site layout. The updated swept path analysis is presented in Appendix I of this HN1.
- 2.4.2 Drawing P20030-003C presents the swept path analysis for a large refuse collection vehicle navigating the existing (east of Block B) and proposed internal road layout between Blocks B to E. The vehicle is able to navigate the layout with relative ease and is expected to be the largest vehicle that requires

access to this part of the site on a regular basis. The smaller vehicles, such as cars and vans, that will be the predominant vehicle types accessing this part of the site have less onerous swept paths and will therefore be able to navigate the roads between Blocks B to E with ease.

- 2.4.3 Drawing P20030-005C presents the swept path analysis of a 16.5m long articulated lorry passing a large car to and from Block J, passing through Blocks F to I from and to the Bridge Road access. The analysis demonstrates that sufficient geometry has been use for the access, the retained accesses to the land located centrally to the rear and suggested for Blocks F to J, though this half of the site is subject to Part B of the application and is indicative at this stage and subject to a separate reserved matters application(s).

3 CONCLUSION

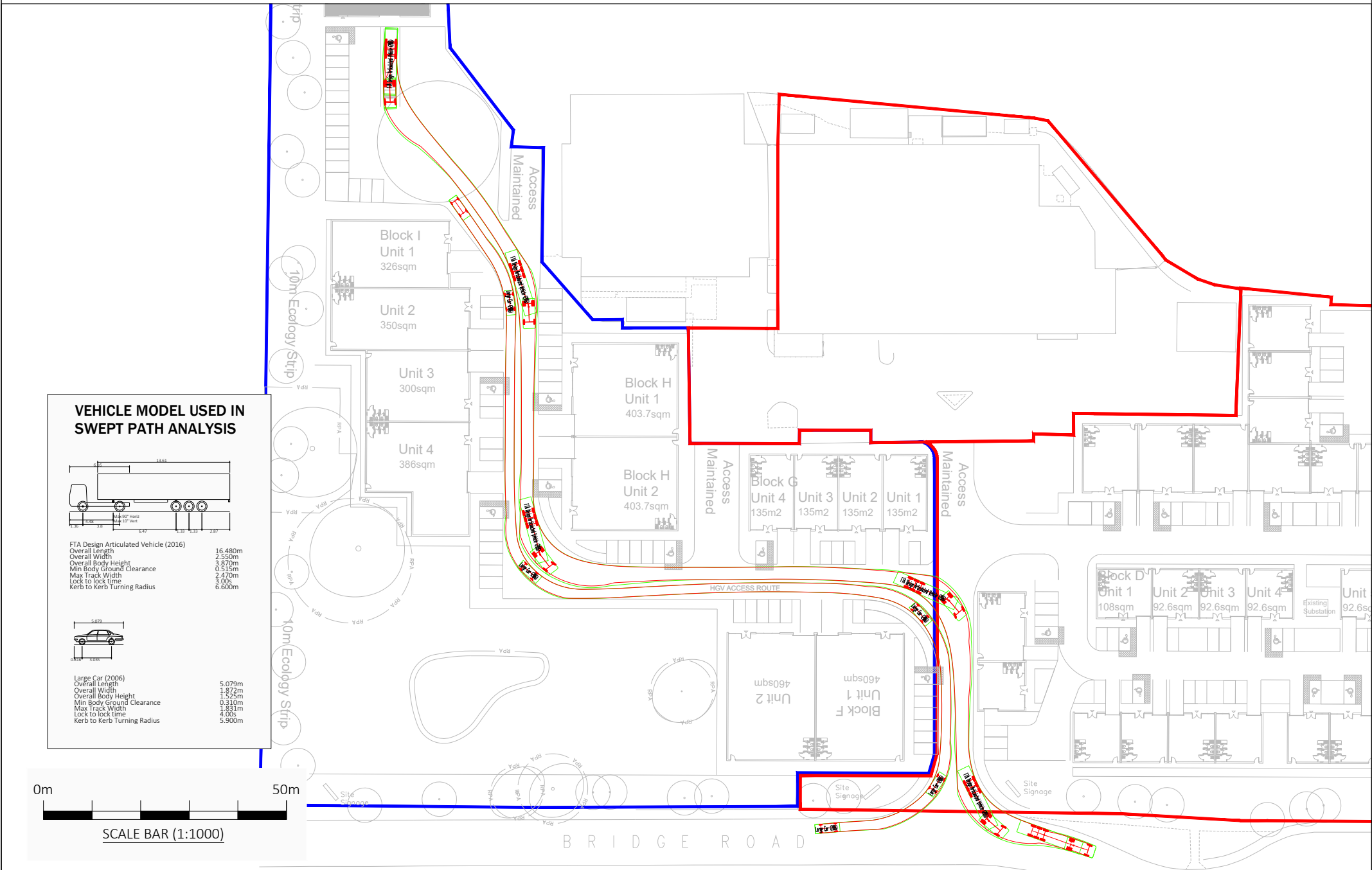
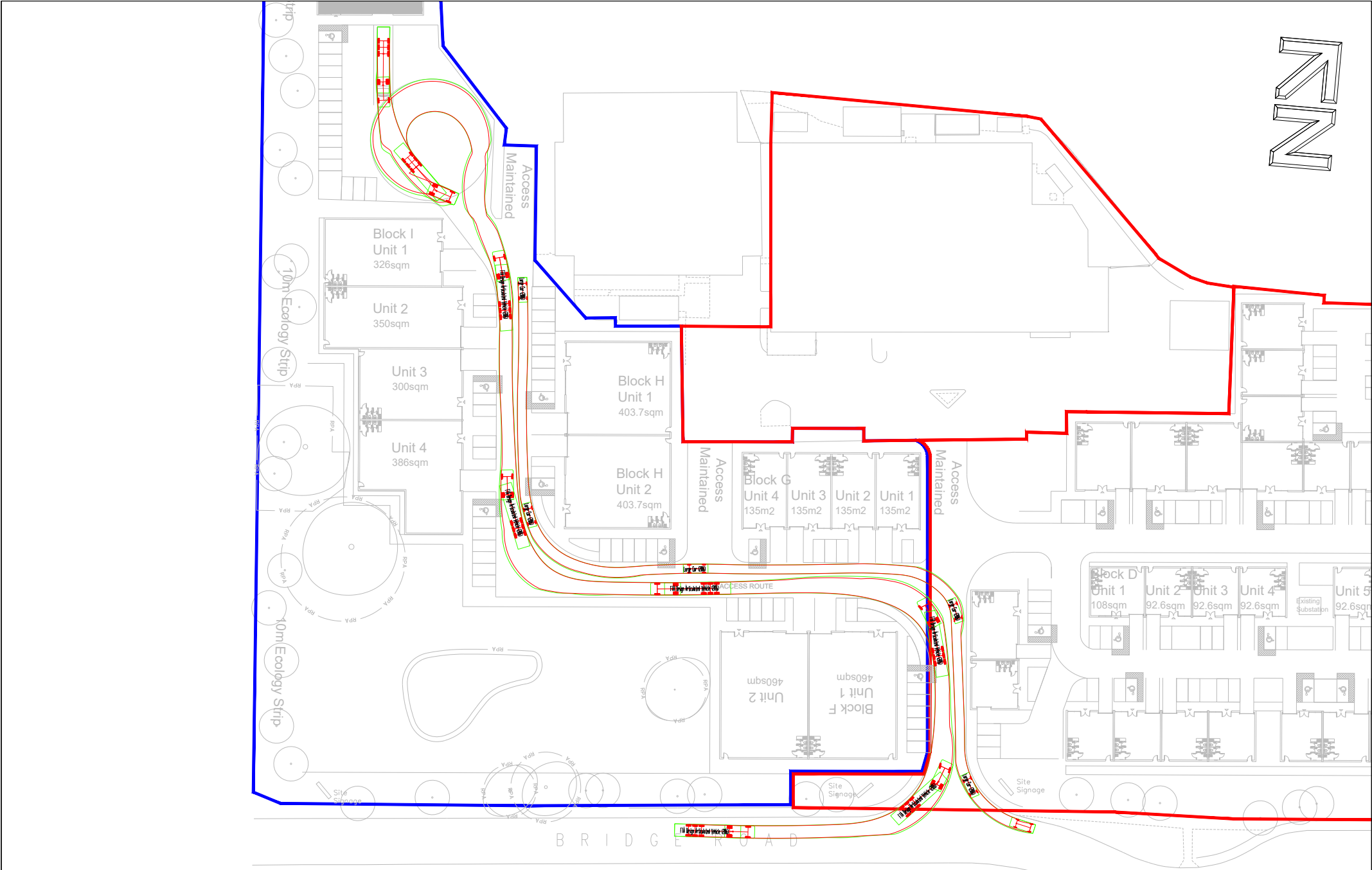
- 3.1.1 It has been demonstrated that the revised Proposed Site Plan addresses the comments raised by WCBC. All comments raised by the local highway authority should have now been satisfactorily addressed.

APPENDIX I

SWEPT PATH ANALYSIS



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	<table><tr><td>C</td><td>31.10.24</td><td>RO</td><td>LATEST SITE PLAN</td></tr><tr><td>B</td><td>20.07.22</td><td>VB</td><td>LATEST SITE PLAN</td></tr><tr><td>A</td><td>15.03.22</td><td>VB</td><td>LATEST SITE PLAN</td></tr></table>			C	31.10.24	RO	LATEST SITE PLAN	B	20.07.22	VB	LATEST SITE PLAN	A	15.03.22	VB	LATEST SITE PLAN	Project	THE BRIDGEWAY CENTRE, SITE 1 WREXHAM INDUSTRIAL ESTATE, WREXHAM, CLWYD	Drawn by VB	Issue date 20 SEPT 2021
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<table><tr><td>Rev</td><td>Date</td><td>By</td><td>Revision notes</td></tr></table>			Rev	Date	By	Revision notes	Scale(s) 1:1000 @A3												
Rev	Date	By	Revision notes																
Status				Title	BLOCK B-E INTERNAL SWEEP PATH ANALYSIS - REFUSE VEHICLE	Drawing No P20030-003C													
INFORMATION																			



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	Rev	Date	By	Revision notes	Title	BLOCK F-J INTERNAL SWEEP PATH ANALYSIS - 16.5m ARTICULATED LORRY	Drawing No P20030-005C	
	Status INFORMATION							