

Cerys Jones

From: Mared Rees-Jones
Sent: 28 September 2021 13:56
To: planning_admin
Subject: FW: The Oaks, Wrexham Industrial Estate : P/2021/0471
Attachments: 003 The Oaks Proposed Site Parameters Plan Rev O.pdf

Please add additional highways information below as well as Parameters Plan to file – both to be made public.

Please re-consult Mott Macdonald with a 14 day re-consultation period.

From: Justin Paul <Justin@j10planning.com>
Sent: 14 September 2021 13:23
To: Mared Rees-Jones <Mared.Rees-Jones@wrexham.gov.uk>
Subject: FW: The Oaks, Wrexham Industrial Estate : P/2021/0471

Hello Mared

we had a good session with Motts yesterday and below is Dave Schumacher's email to Claudia we believe that any reservations the highway advisor might have expressed and had have now been resolved and I trust Claudia will be able to confirm / issue a revised response note accordingly.

kind regards

Justin

Justin Paul
BA BTP MTRPI
Managing Partner



01244 349400
07971 446630
2 Wrexham Road Chester CH4 7QR
www.j10planning.com



Company Reg. No. 6000409 VAT Reg. No. 815630835

From: Dave Schumacher <d.schumacher@primetp.co.uk>
Sent: 14 September 2021 12:53
To: Claudia Currie <Claudia.Currie@mottmac.com>
Cc: Justin Paul <Justin@j10planning.com>; Archie Graham-Palmer <archie@cefnpark.co.uk>
Subject: RE: The Oaks, Wrexham Industrial Estate : P/2021/0471

Hello Claudia

Thanks for sparing the time to meet up yesterday (TEAMS meeting) on the above project. I provide below, as agreed, a bit of a potted history behind the evolution of the proposed access for The Oaks employment scheme.

The following (*in bold italics*) is an extract from the Transport Assessment that was submitted to support the original scheme in November 2019 for circa 26,600 sqm of B2/B8/ancillary B1 development of the site. As discussed on our call, due to the fact the original scheme involved land outside of the settlement boundary and a concern over ecological mitigation Officers at Wrexham struggled to accept this and permission was refused. The current scheme submitted in April 2020 has overcome the UDP settlement boundary issue and resolved the ecology matter and it

involves a far smaller scheme (for circa 17,100 sqm). The TA was not updated as part of the revised submission as the findings of the original report showed the larger scheme did not have a detrimental impact on the surrounding highway network and were generally acceptable to the highways officers at Wrexham Council (WC). Thus the almost 40% reduction in scale means that any impact is proportionally much less too and we believe our original TA is sound and robust.

Access Arrangements

Proposed Access Arrangement

The site is proposed to take access directly from Oak Road, in the form of a priority-controlled junction. This access will serve both vehicles, pedestrians and cyclists.

The access will be positioned circa 50m to the west of Abbey Road and circa 100m to the east of Dunster Road and will serve all plots of the development. As agreed with the highway's officers at WC the proposed access will comprise of a 7.3m wide carriageway, 15m wide kerb radii and 2m footways either side of the site access, connecting to existing footway along Oak Road. These geometric parameters being robust enough to accommodate the largest vehicles which could utilise this access i.e. 16.5m long articulated HGV's. Also agreed with the highway's officers at WC are the provision of visibility splay of 4.5m x 120m, these also being compliant with DMRB standards for the prevailing 40mph speed limit on the adjacent highway network.

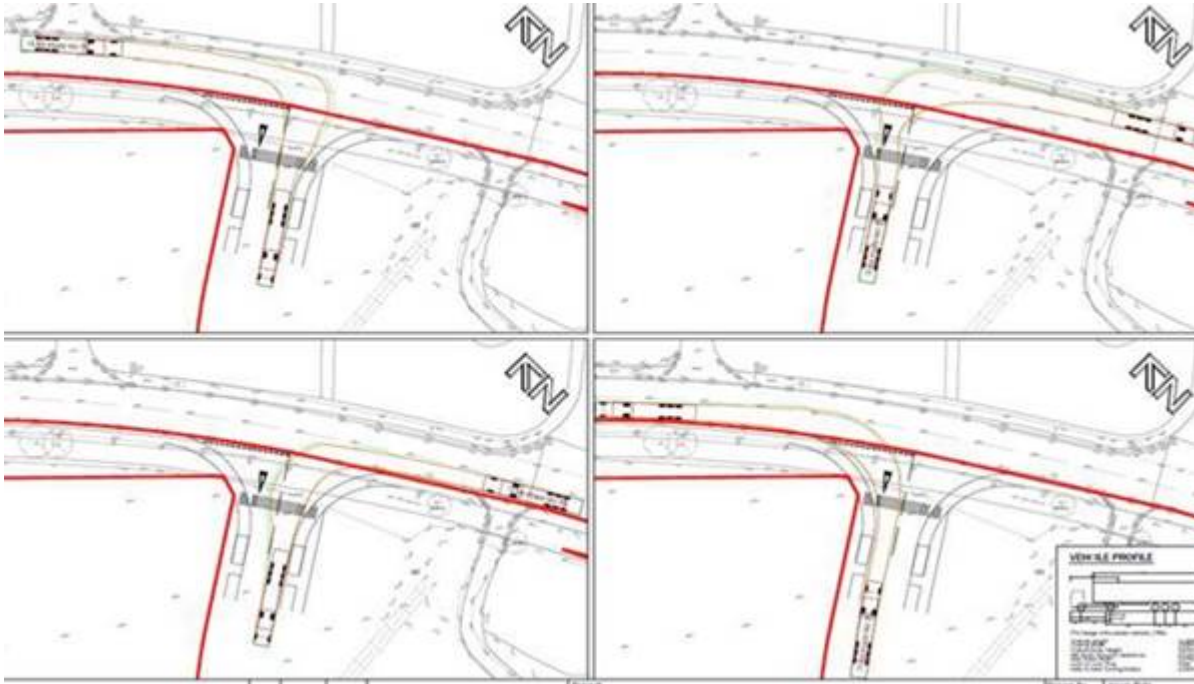
The proposed access arrangements are depicted in Drawing P19014-001E contained with Appendix E (of the original TA but extract included below). In line with highways officer requests, a pedestrian crossing is also to be provided at the access to the site, to aid in pedestrian movements, with appropriate dropped kerb crossings also provided along Oak Road.

Image 1: Extract from Drawing P19014-001E



To demonstrate that such an access will be safe and suitable to serve the development for larger vehicles, a swept path analysis using the industry approved AutoTrack software package has been undertaken for a 16.5m articulated HGV, the largest vehicle expected to regularly access the site. The swept path analysis has been illustrated in Drawing 19014-003 in Appendix E (of the original TA) which demonstrates that the vehicle can safely access and egress the site in forward gear.

Image 2: Extract from Drawing P19017-003B



With regards to the above swept path analysis, we note your minor concerns regarding vehicles entering and exiting the site crossing over centre line road markings, however as discussed, these incursions are minor and are unlikely to occur on a regular basis. We also discussed that should this concern be maintained, the most appropriate way to improve the access would be via the provision of tapers on the junction radii rather than the provision of a ghost island right turn junction. These tapers can be delivered (should they be found necessary) upon land that is within the ownership of the applicant - as illustrated in the extract of the site parameters (Rev O) plan below, which I have also attached for completeness. This extract shows that the land located to the west of the proposed access is in the ownership of the applicant and it extends sufficiently far west so as to accommodate any additional improvements should s2878 works demand at the Reserved Matters stage.

It is also noted that you do not need a revised drawing showing these tapers at this stage of the planning process and that this matter could be dealt with as part of the s278 process.

Image 3: Extract of Site Parameters Plan (Rev O)



Alternative Forms of Access

You also asked us to provide some commentary on the alternative access solutions considered as part of the evolution of the site access arrangements. Again, the section below (*in bold italics*) is an extract from the original TA highlighting the consideration given to other forms of access.

It was noted through the original scoping on this TA that the preferred access solution to this proposed development by the highways officers at WC was the conversion of the Oak Road/Bryn Lane junction to a roundabout, this view also being expressed in WC's response to the pre-application consultation process. It should however be noted that the delivery of this form of access is compromised by a wide strip of 3rd party land that lies between the site and Oak Road.

With regard to the use of a priority-controlled junction, the pre-application response from WC suggested that given the volume of traffic likely to be generated by the site then consideration should be given to the provision of a ghost island right turn facility. It should be noted that whilst the junction of Oak Road/Bryn Lane (located along the site frontage) has a ghost island right turn facility, this reflects the role that Bryn Lane plays in the hierarchy of road within WIE. The provision of such a facility at the Oak Road/Bryn Lane junction is therefore the exception, with most junctions within WIE being standard priority controlled junctions.

A capacity assessment for the proposed site access has been undertaken, as seen within Section 6 and Table 6.18 (of the original TA). This assessment has shown a standard priority junction as being likely to operate with spare capacity, with these findings further supporting Primes conclusion that additional infrastructure (required for the delivery of a ghost island right turn junction) would likely be an unnecessary and unwarranted expense.

We trust the above fully explains the evolution of the access strategy for the proposed development and gives you comfort that the proposed site access is appropriate and proportionate for this scheme (particularly since the scale has significantly reduced since the original TA was produced). I trust the above information allows you to remove your slight concern from your consultation response comments for this scheme and allows you approve this scheme from a highways perspective.

if you could copy me in when you issue your final response to the case officer (Mared Rees-Jones) that would be really helpful.

Should you need any additional information, please do not hesitate to contact me.

Kind Regards

David Schumacher
Director

D: +44 (0)151 728 1862

M: +44 (0)7904 378 859

9 Hurricane Court, Liverpool International Business Park
Estuary Boulevard, Liverpool, L24 8RL



www.primetp.co.uk



Notice of Confidentiality. This communication and the information it contains: (a) is intended solely for the person(s) or Organisation(s) named above and for no other persons or organisations and, (b) maybe confidential, legally privileged and protected by law. Unauthorised use, copying or disclosure of any of it maybe unlawful. If you receive this communication in error, please notify us immediately, destroy any copies and delete it from your computer system.