

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2021/0471	FAO:	Mared Rees-Jones
Date:	11 th August 2021	Your Ref:	P/2021/0471

Land at Oak Road, Wrexham Industrial Estate Outline Application for erection of class B1 and B8 industrial units including access and layout

Further to your consultation dated 14/06/2021 I comment as follows:-

Trip Generation

The expected trip generation for the site has been estimated using TRICS as 187 combined 2-way trips in the AM peak and 151 2-way trips in the PM peak, for the whole 7 units. The approach is agreed provide a robust estimate.

Existing traffic flows have been obtained through traffic surveys at the four junctions previously agreed with WCBC,

- Bridge Road/Coed Aben Road/Redwither Road (Priority junction);
- Bridge Road N/Redwith Road (Priority junction);
- Bryn Lane/ Oak Road (Priority junction);
- Bryn Lane/Ash Road N/Abenbury Way/ Industrial Estate Road (Roundabout)

Future year flows have been estimated for 2034, 15 years after application, as agreed with WCBC. This has been achieved using the industry standard software (TEMPPro) but the methodology applied is unusual. There is some concern that background traffic growth may be underestimated, however this is balanced by the robust estimate of development traffic.

Junction Assessments

The four junctions previously identified and agreed with WCBC have been modelled.

In principle, the development traffic would appear to be able to be accommodated at the four junctions, however it is noted that the existing T junctions modelled are demonstrating that they operate marginally above their threshold capacity. This indicates that the T junction design is not adequate for the traffic flows in this part of Wrexham Industrial Estate, with implications for the design of the new access junction.

Access Junction

The proposed access junction is a priority junction on Oak Road between its junctions with Dunster Road and Abbey Road S. This will serve pedestrians as well as vehicles.

Oak Road is a long sweeping road with a 40mph speed limit and is a route into the Industrial Estate. This suggests that use of DMRB standards is appropriate. The TA has demonstrated that traffic flows on the site access road will be above the threshold for the provision of a ghost island right turn facility as stated in DMRB.

The current design is for a simple priority junction with standard dimensions of a 7.3m wide carriageway, 15m kerb radii. Visibility splays of 4.5m x 120m have been demonstrated, which is acceptable. The Junctions 9 assessment shows that the junction appears to operate within capacity.

Swept path analysis has been provided for the access junction, using a 16.5m HGV as the largest vehicle that is expected to access the site regularly. The tracking diagram suggests that HGVs cannot access or egress the site without crossing on to the wrong side of the road. It will be necessary to widen the bell mouth of the junction in order to avoid vehicles straddling the centre line.

As in previous Highways responses to the proposal, a right turn holding lane on Oak Road is recommended on both safety and capacity grounds. It should be noted that the proposed access is on the inside of a bend, increasing the need for a right turn holding lane.

It is noted that a Stage 1 Road Safety Audit has been undertaken and its recommendations – both relating to pedestrian crossings – actioned. A Stage 2 Road Safety Audit is still required for the access junction.

Appropriate drainage and lighting designs will be required.

Pedestrian Access

Appropriate pedestrian access to the site is provided from Oak Road via 2m wide footways through the vehicle access junction and through the heritage mitigation zone. A connection has also been identified to the west of the site to Footpath 19 to Redwith Road. Appropriate pedestrian crossings are provided across the access road and on Oak Road, with the recommendations from the Stage 1 Road Safety Audit incorporated into the design.

Emergency Access

The pedestrian access through the heritage mitigation zone is welcomed. It is recommended that the access be secured to prevent use by unauthorized vehicles.

Access by Sustainable Modes

It is agreed that the site is in a reasonably sustainable location. There are some amenities within a 1.2km walking range. Some residential areas of Wrexham are within a 5km cycling range. There are good quality footways and cycle routes are available.

The closest bus stop is approx. 790m away, which is further than would be preferred, but does allow employees to reach the site by public transport. It is understood that the applicant has engaged with Public Transport Officers regarding potential contributions to bus service improvements.

Layout

A detailed site layout plan has not been submitted. It is important that each unit is provided with an appropriate turning head to allow HGVs to safely turn within the site.

A service and delivery management plan will be required to ensure there is no risk of vehicles backing up on to the highway.

Parking

It is accepted that the expected parking requirements are liable to change and that a final proposal will be submitted as a Reserved Matters application. The current proposal is within the maximum permitted by the WCBC Parking Standards and is acceptable.

Travel Plan

A framework travel plan has been submitted, to cover all seven development plots. It identifies suitable measures for promoting sustainable travel including information provision and awareness raising. An interim action plan is provided. The intention is that the future occupants of each plot will take responsibility for developing and implementing the travel plan.

Road Safety

Seven years worth of accident data were analysed, between 2012 and 2018. A review of Crashmap confirms that no further incident data is available and there is no need to bring the analysis up to date.

It is agreed that the accident review does not reveal any existing highway safety issues that would be exacerbated by the development.

Conclusion

While it is not essential to change the access junction from the current proposal, It is strongly recommended that it be upgraded to widen the bell mouth and include a right turn lane on Oak Road.

The following will be required at a later date:

- A construction traffic management plan
- A service and delivery management plan
- Appropriate drainage designs
- Appropriate lighting designs.
- A detailed site layout plan showing adequate turning heads for HGVs at each unit.

A handwritten signature in black ink, appearing to be 'R. Khan', written on a light blue background.

Chief Officer, Environment & Technical