1 INTRODUCTION

1.1 Preamble

1.1.1 This Highways Note (HN) has been prepared by Prime Transport Planning (Prime) to support a planning application by FI Real Estate Management (FIREM) for Open Storage at the Bridgeway Centre, Wrexham Industrial Estate.

1.1.2 A planning application was submitted in September 2024 (Planning Reference: P/2024/1464) and Highway Officer comments were received in December 2024. This HN note seeks to specifically address those comments.

1.1.3 It is worth noting that the Bridgeway Centre (at the time of writing) is also subject to a separate planning application (Planning Reference: P/2022/0065), which seeks to provide over 50 B1/B2/B8 units. The Bridgeway Centre, including internal layout and access junction to Bridge Road, will be subject to several improvement works as part of planning application P/2022/0065.

1.2 Planning Application

1.2.1 The planning application to which this HN relates was submitted for the following:

> *'CHANGE OF USE OF LAND FOR VEHICLE STORAGE (SUI GENERIS)'*

1.2.2 Specifically, the planning application includes two parcels of land accessed through the Bridgeway Centre, with one parcel also having a second access to a neighbouring large industrial unit (Hydro Aluminium). A 'Cover Letter' submitted with the application states the following:

> *'We submit this part retrospective application on behalf of FI Real Estate Management (FIREM) for change of use of land at the Bridgeway Centre for temporary use as vehicle storage (sui generis) for up to 2-years. The retrospective part to the application relates to storage of vehicles in support of Days Rental, a vehicle rental company with a base in Wrexham Industrial Estate, and the non-retrospective part to proposed storage of vehicles in support of the adjacent operator, Hydro Aluminium. To clarify on Days Rentals, it is not operating the space as rental depot and it is only used for storage of vehicles between rentals.'*

1.2.3 A Highway Officer at Wrexham County Borough Council (WCBC) has reviewed the application and agrees in principle with the proposals, stating:

'The storage of vehicles is clearly an activity and land use that is appropriate in the locale and is often an ancillary use within larger-scale plots.'; and

'The LHA would not raise any concerns in terms of proposed level of vehicle movements indicated above for the Days Rental Storage Area.'

1.2.4 However, further information is required to fully satisfy the Highway Officer, with the information requested paraphrased below:

- Clarification as to whether Heavy Goods Vehicles (HGV) intend to utilise the internal estate road and the ability of the road to accommodate two way vehicle movements;
- Clarification as to where Hydro Aluminium vehicles will access the yard;
- Detail regarding the quantum of Hydro Aluminium vehicles and a plan to highlight vehicle spaces and a turning area;
- A plan highlighting storage and a turning area internally for Days Rental; and
- Detail regarding construction activity at the site and the potential impact on the adjacent highway.

2 ADDITIONAL INFORMATION

2.1.1 The below text provides additional information regarding the operation of the development site, which specifically addresses the comments made by the Highway Officer.

Days Rental

2.1.2 As stated above, Days Rental are already operating from the development site and as such their specific proposals form part of the retrospective element of the planning approval sought. The vehicle movements associated with Days Rental were noted within the 'Cover Letter' to be as follows:

'Days Rental will be around 5 movements per day as a working average. Because this is a storage area rather than the rental site, the more popular vehicles may not return to the storage area between rentals, whereas the lesser are more likely to.'

2.1.3 The Highway Officer, as stated above, has accepted these figures and they *'do not raise any concerns'*.

2.1.4 Days Rental currently accesses its storage space via the Bridgeway Centre entrance on Bridge Road. Vehicles travel from Bridge Road through the internal network before reaching the storage area, doing so safely and efficiently without any issues.

2.1.5 Drawing P20030-102 in Appendix I highlights the route that a large car (5m long) would take to access the site. This drawing also includes the available internal manoeuvring space as well as the designated storage space for vehicles (orange hatched area – circa 1,800sqm). Using approximate measurements and an assumption that vehicles would accommodate a standard size parking space (i.e. circa 11.5sqm

at 2.4m x 4.8m), the Days Rental storage area could accommodate in the region of circa 150 vehicles, excluding access aisles and turning areas.

Hydro Aluminium

2.1.6 Hydro Aluminium occupy a large manufacturing plant which has operated from Wrexham Industrial Estate for over a decade. Its current operations require additional yard space and this open storage application seeks to provide the space needed, specifically for the storage of HGV/trailers.

2.1.7 Information provided by Hydro Aluminium has highlighted that on average (Monday – Friday), they have around 17 HGV deliveries to their site, with around 10 HGVs departing the site carrying manufactured goods. No further HGV movements are anticipated following the implementation of the additional storage area, with the application purely to free up space internally within their existing site.

2.1.8 As it stands (from discussions with Hydro Aluminium), there is no intention for HGVs associated with the operation of the business to access the site, or exit the site, via the Bridgeway Centre. However, a gate is in place to enable the use of the Bridgeway Centre internal access road should it be needed in the future. Drawing P20030-102 in Appendix I highlights the ability of the internal access road to accommodate an HGV (16.5m long) and a second vehicle (large car 5m long) to travel simultaneously. Some improvements are necessary, which are summarised below (and highlighted with Drawing P20030-102 in Appendix I):

- Corner radii increase on the internal access road to transition from 15m, to 8m and then to 80m;
- Reprovision of existing footway; and
- Widening of the carriageway to 6m

2.1.9 It should be noted that improvements to the Bridge Road junction are proposed as part of planning application P/2022/0065 (the consented scheme which seeks to deliver B1/B2/B8 units at the Bridgeway Centre). These improvements include a 7.3m carriageway and an increase to a 15m corner radius.

2.1.10 Drawing P20030-102 in Appendix I highlights the storage area for Hydro Aluminium, with the necessary space to manoeuvre and turn an HGV shown. Also shown is the subsequent area that is available for the storage of vehicles (green hatch - circa 3,600sqm). Using approximate measurements and an assumption that an HGV would accommodate circa 58sqm (3.5m x 16.5m), the Hydro Aluminium storage area could keep in the region of circa 62 HGV/trailers. It should be noted that this is far more than what would likely be required by the business.

Bridgeway Centre Wider Construction Implication

2.1.11 The Highway Officer requested clarification regarding construction activities associated with the development of the open storage sites. All pre-existing units on site have been demolished and cleared. No other construction activity related to the development of open storage space is anticipated, aside from the minor internal highway improvements.

2.1.12 FIREM are the applicant and owner for the separate development associated with the Bridgeway Centre. As such, they are aware and in control of any construction activity and will actively mitigate any crossover or impacts.

3 SUMMARY

3.1.1 The following information has been provided within this HN:

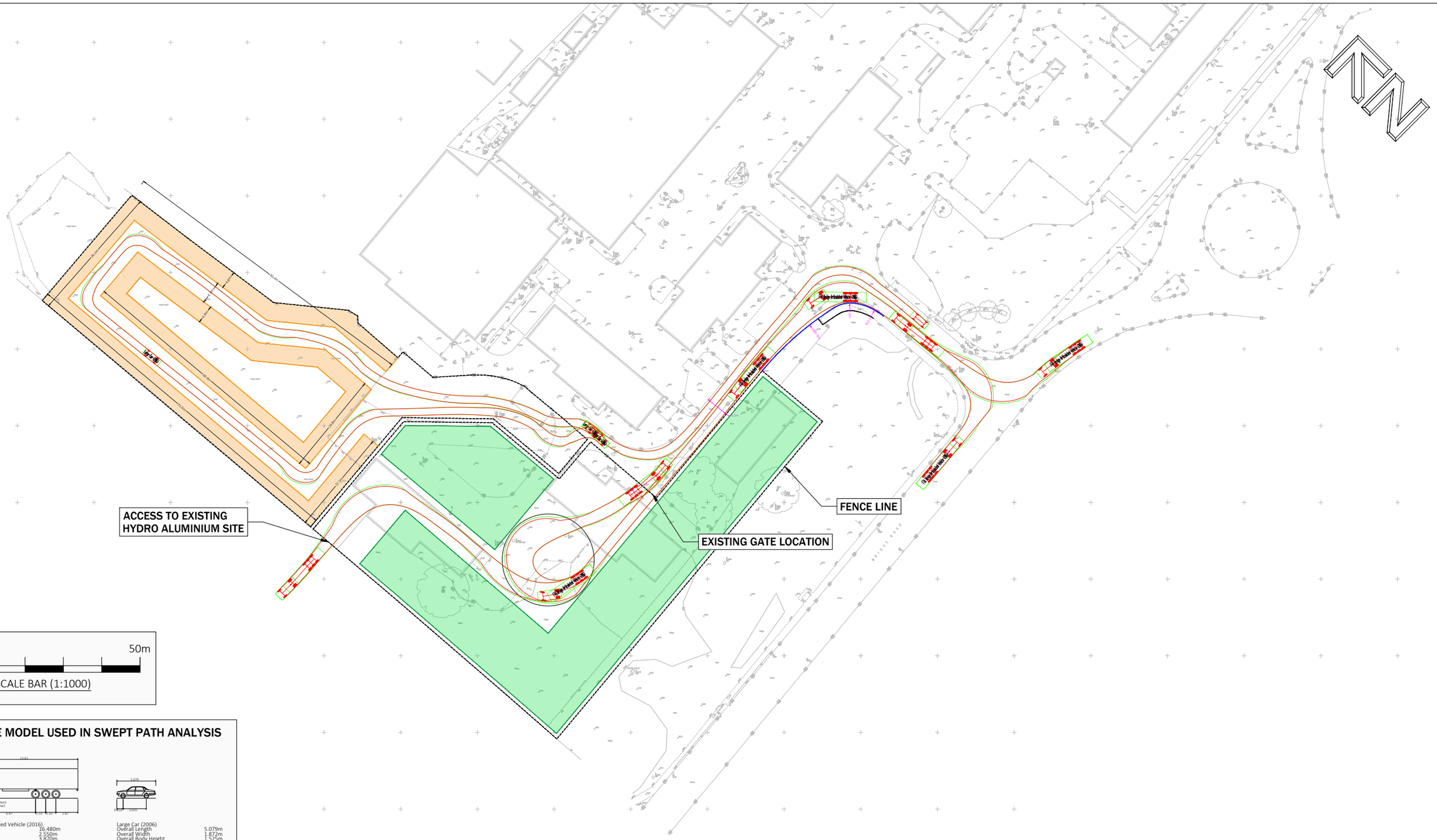
- The ability of the internal road to accommodate two way vehicle movements;
- Clarification as to where Hydro Aluminium vehicles will access the yard;
- Detail regarding the quantum of Hydro Aluminium vehicles and a plan to highlight vehicle spaces and a turning area;
- A plan highlighting storage space and a turning area internally for Days Rental; and
- Detail regarding construction activity at the site and the potential impact of the adjacent highway.

3.1.2 Days Rental is currently operating without issue from its open storage site and Hydro Aluminium will utilise the storage space to support its existing operations, meaning there will be no increase in vehicle movements from the site. The formalisation of this storage area is not expected to have any significant impact on the surrounding highway. Minor internal improvements are proposed to facilitate the safe movement of vehicles.

3.1.3 There are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns Prime are happy to consult with them further

APPENDIX I

TECHNICAL DRAWING



VEHICLE MODEL USED IN SWEPT PATH ANALYSIS

FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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Rev	Date	By	Revision notes
*	*	*	*

Status: **INFORMATION**

Project: **BRIDGEWAY CENTRE, WREXHAM INDUSTRIAL ESTATE**

Title: **IMPROVEMENTS TO INTERNAL ROAD**

Drawn by	Issue date
RO	07 FEB 2025

Scale(s): 1:1000 @ A3

Drawing No: P20030-102