

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Matthew Phillips
Our Ref:	ENQ/2021/0138	Your Ref:	ENQ/2022/0328
Date:	12 December 2022		

Land North of Bryn Lane, Wrexham Industrial Estate, Wrexham EIA Scoping Opinion Request

It is understood that the proposal is for a commercial development (including industrial, storage and distribution, and ancillary retail/hotel floorspace) at a site north of Wrexham Industrial Estate.

Further to your email / consultation dated 15/11/2022 in respect of the above, I comment as follows:-

It is noted that an Environmental Statement has been requested, as well as a Traffic Impact Assessment.

EIA Scoping Note

WCBC is happy in principle to the proposals for the ES chapter for which a Transport Assessment, Travel Plan and Framework Delivery and Servicing Plan would be included as appendices.

A Construction Traffic Management Plan would also be required to mitigate the impacts of construction traffic.

Transport Assessment

A development of this size will require a full Transport Assessment, following the guidance set out in the DfT Guidance on Transport Assessment.

The TA should include:

- Junction assessments to show the expected development traffic can be accommodated at the junctions referenced in paragraph 5.3.6 of the EA Scoping Note.
- Accident analysis covering an area that includes the above junctions.
- An assessment of the existing public transport provision, identifying where enhancements can be made
- An assessment of the existing provision of and opportunities for walking and cycling, identifying where enhancements can be made (Active Travel Act requirement).

The TA will also need to summarise the following:

- Existing conditions, including any data collection and a review of Personal Injury Collisions in the study area
- Committed Development
- Proposed development

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- Modal choice, trip generation and distribution (to be agreed)
- Assessment years and time periods (to be agree)
- Traffic assignment onto the existing highway network with/without any proposed mitigation
- Discussion of the impact on the highway impact and any safety concerns.
- Discussion of the proposed internal layout of the development
- An assessment of the parking conditions and future needs

Active Travel

The lack of full footway/active travel provision on the northern side of Bryn Lane should be addressed in the TA.

Traffic Surveys

It is noted that surveys have been undertaken in the form of:

- Classified turning counts and queue counts
- Automatic Traffic Count (ATC)

The locations of the surveys is agreeable however WCBC would request that the surveys are undertaken again to ascertain current traffic levels. These should ideally be in a 'neutral' month.

2021 traffic levels were likely impacted by the COVID-19 pandemic.

Road Safety

It is noted that Bryn Lane is subject to a 40mph speed limit however speed surveys in 2021 recorded 85 percentile speeds of 50mph (eastbound) and 46.6mph (westbound).

This should re-surveyed as discussed in the 'Traffic Surveys' section above. If similar 85 percentile speeds are recorded this should be discussed and where possible mitigation measures proposed in the TA.

The applicant should ensure that no traffic queues (particularly HGVs accessing the site) will significantly impact the public highway network.



Chief Officer, Environment & Technical