

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Matthew Phillips
Our Ref:	ET/DC/MZ/P/2022/0065	Your Ref:	P/2022/0065
Date:	24/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PROPOSAL: CAIS HYBRID - (A) CANIATAD LLAWN I DDYMCHWEL UNEDAU PRESENNOL A CHODI 33 UNED AR GYFER DEFNYDD B1/B2/B8, AILWAMPIO UNEDAU MANWERTHU A BWYD A DIOD PRESENNOL. (B) CANIATAD AMLINELLOL (POB MATER WEDI'I GADW YN OL HEBLAW AM FYNEDIAD) AR GYFER 19 UNED (DEFNYDD B1/B2/B8) GYDA GWAITH MYNEDIAD/TIRLUNIO AC ISADEILEDD CYSYLLTIEDIG / HYBRID APPLICATION - (A) FULL PERMISSION TO DEMOLISH EXISTING UNITS AND ERECT 33 UNITS FOR B1/B2/B8 USE, REFURISHMENT OF EXISTING RETAIL AND FOOD AND DRINKS UNITS. (B) OUTLINE PERMISSION (ALL MATTERS RESERVED EXPECT ACCESS) FOR 19 INDUSTRIAL (B1/B2/B8 USE) WITH ASSOCIATED ACCESS, LANDSCAPING AND INFRASTRUCTURE WORKS

LOCATION: THE BRIDGEWAY CENTRE BRIDGE ROAD WREXHAM INDUSTRIAL ESTATE WREXHAM LL13 9QS

We refer to your consultation / email dated 02/12/2024 in respect of the above.

It is the LHA's understanding that the proposals are for OUTLINE permission for 19 industrial units for B1/B2/B8 use (approximately 6896 sqm of floorspace) with associated access, landscaping and infrastructure work and FULL permission to demolish existing units and erect 33 units for B1/B2/B8 use (approximately 3,411 sqm floorspace), refurbishment of existing retail and food and drinks units of approximately 674 sqm.

Traffic Impact

The LHA have previously commented on the traffic impact and the likely impact on local junctions and are satisfied that the development will not have any significant impact in terms of traffic generation.

Road Safety

The LHA has previously reviewed the road safety data and was of the view that there was not a highway safety issue that would be exacerbated by the proposal.

Access Junctions

The redeveloped site will use the three existing access junctions, two of which are located on Bridge Road and one on Coed Aben Road. The two Bridge Road junctions are to be modified to improve their ability to accommodate large vehicles. Swept path analysis has been undertaken to confirm that a 11.2m refuse vehicle can access and egress via the northern Bridge Road access and swept paths have been demonstrated for the southern Bridge Road access, however, only a large car is shown passing an articulated vehicle, the LHA requests that two articulated vehicles are shown passing on the southern access. As outline permission is proposed for access and the proposals (despite being outline) indicate a number of individual units and therefore it is likely that two large vehicles will need to pass.

The proposed site layout plan indicates that there will be no HGV access from the Coed Aben Road access, though refuse collection vehicles will be permitted to pass between the two accesses at Coed Aben Road and Bridge Road (north access), the submitted Highway Note states that appropriate signage will be in place to direct HGV drivers accordingly. However, no clarification has been provided regarding the existing servicing of the site, where is it envisaged that these units will be serviced in future.

It is the LHA's view that dropped kerbs and tactile paving should be installed across all three accesses to ensure accessible routing for pedestrians.

There are some shortcomings with pedestrian routing across the site, footways of 2m width should be provided to access all units. The site layout indicates substandard footpath widths and a range of other issues including:

- footpaths that end abruptly in a parking space which is not acceptable on highway safety grounds (unit 1 block c),
- no pedestrian access to the other units within Block C,
- the footway around the rear of Block B does not allow a continuous path, closest to where (1) 23-30 is located on the site layout plan the footpath is reduced to a substandard width.
- The footpath shown around the rear of block D is rounded at the corners to a substandard width. No dropped kerbs and tactile paving are proposed across the site
- The footpath shown from Coed Aben Road that cuts through the landscaping is not provided with access across to the retail units, continuous parking is proposed on the opposite side which isn't acceptable.
- There are concerns that the pedestrian path to the rear of Block E does not connect to the rear access of the units proposed and does not connect to the side of Unit 9.
- There are similar concerns with the pedestrian access to the outline portion of the site. The pedestrian paths appear to be blocked by transit vans that may be servicing at the units. Therefore it is the LHA's view that the site layout and proposals look too intense and more space should be provided to ensure pedestrian paths are not obstructed by servicing vehicles and remain accessible for all.

Site Layout

In the LHA's previous comments concerns were raised between the lack of turning heads within the site which included within Block C, the area between unit 6 Block C and unit 13 Block E, and within the Block F to J near Unit 7 of Block F. It is noted that the arrangements have been amended in places, an access point has been opened to link to the Bridge Road (south access). The LHA would recommend that a give way line / arrangement is installed at this new junction to ensure the right of priority is clear for vehicles accessing the existing 'to be maintained' access and to the access to the west of the site for units F to J.

No changes have been made to the turning space for Block C units 1-5 and there is concern that there is inadequate space for vehicles to turn, there are also inadequate details regarding waste management/storage. The waste management document has been reviewed but doesn't provide any clarity on the proposed waste store locations and the collection arrangements.

It is noted that outline permission has been applied for in regards to Blocks F to J and whilst the plans submitted are indicative, the pedestrian paths across this side of the site do not operate in a joined up manner and no dropped kerbs and tactile paving have been proposed to connect them. 2m wide accessible pedestrian routes to all units are required to be acceptable on pedestrian safety grounds.

The LHA is concerned that there are seven car parking spaces proposed along the Bridge Road (south) access road which could constitute an additional conflict on highway safety grounds, the location of Block F Unit 1 could potentially restrict forward visibility to these spaces from vehicles exiting from Units H to J. The footway along this stretch is also confusing and does not link to other elements of the site.

The LHA is concerned that whilst car parking spaces are provided across the site that only 6m aisle widths have been provided behind the parking spaces. Transit vans which are likely to be heavily used across the site are likely to need a larger aisle width, this is a concern where footpaths (for instance to the rear of Block D) are located as any vehicles mounting this area could compromise pedestrian safety.

There are also concerns that the parking spaces across the site will only accommodate cars and not transit vans. There are no areas or reservoirs for servicing by rigid vehicles which could be required to access the site, the LHA would recommend that there is a servicing space located within the area to accommodate such a delivery vehicle. It is the LHA's view that the area incorporating Blocks C, D and E may benefit from one-way operation for vehicles as the proposed arrangements appear too tight to allow two large vehicles to pass, especially on the corners.

It is appreciated that Block B is existing, but it is noted that the parking arrangements on this frontage are proposed to be amended, the LHA therefore requests information on the proposed servicing arrangements of the units within Block B with this new parking arrangement in place. It may be beneficial to put a service management plan in place to detail how the parking spaces will be managed to allow for servicing.

Parking & Servicing

The submitted highway note states that changes have been made to the amended proposals to reduce the number of units and the number of associated car parking spaces. 201 car parking spaces are now proposed including 22 accessible parking spaces and 6 electric vehicle charging spaces. However there are no details of the EV charging spaces and this level of parking is proposed for both the full permission and outline permission requested.

For the full planning permission which covers Block B, Block C, Block D and Block E the following levels of car parking are proposed:

Block B - 32 car parking spaces to the front and rear and an additional 3 accessible spaces.
Block C – 17 car parking spaces and an additional 4 accessible spaces.
Block D – 10 car parking spaces and an additional 2 accessible spaces.
Block E – 19 car parking spaces and an additional 4 accessible spaces.

Therefore a total of 78 car parking spaces and an additional 13 accessible spaces are proposed, a total of 91 car parking spaces. The WCBC car parking standards set out in LPGN16 state that up to 113 car parking spaces could be provided for the use based on B1C which is the most onerous parking requirement of the three uses. The proposals comply with these standards and provide adequate accessibility spaces to meet the Council's standards.

LPGN16 states that an area suitable for HGV's to load / unload and turn within the site will normally be required for B2/B8 uses. It is the LHA's view that an area capable of providing space for HGV's to load and unload and turn within this area of the site should be provided.

The proposed site layout plan indicates that there will be no HGV access from the Coed Aben Road access, though refuse collection vehicles will be permitted to pass between the two accesses at Coed Aben Road and Bridge Road (north access), the submitted Highway Note states that appropriate signage will be in place to direct HGV drivers accordingly. However, no clarification has been provided regarding the existing servicing of the site, where is it envisaged that these units will be serviced in future.

LPGN16 states that for the most onerous of the uses B1C that 1 cycle parking space per 300 sqm should be provided, therefore 12 cycle parking should be provided in a long stay secure arrangement. LPGN16 advises that long stay bicycle parking facilities should be provided in the form of cycle cages or lockable bicycle shelters or alternatively as secure compounds within buildings providing that they are located at ground floor level and accessible. All cycle parking areas should be located in well lit area that are overlooked from the building they serve and/or from other buildings in the area.

The cycle parking proposed appears to be two number remote stores that are located in remote locations with no natural surveillance. One store (located next to Block E Unit 1) is annotated with 16 cycle store but only provides six cycle parking spaces and there is concern that the rear three stands would not be accessible should the front three be used. The other cycle store is proposed to be located to the rear of Block C Units 4 and 5 and states 28 cycles to be stored but the store looks a little tight for cycles at the rear to access and egress, a wider central channel would be required for this to be useable. The cycle parking proposed does not provide an effective spread across the site and the LHA would advise that it would be beneficial to improve this and provide short stay cycle parking in front of Block B for visitors to the site.

There is no motorcycle parking proposed across the site.

Opportunities for use of sustainable transport modes

The previous LHA comments stated that the site is reasonably accessible by public transport with a bus stop adjacent to the northern Bridge Road access. The site can also be reached by cycling from residential areas of Wrexham.

Travel Plan

The previous LHA comments stated that the travel plan submitted commits to providing Welcome Packs for staff to promote sustainable travel. It identifies a range of potential measures to maximise the accessibility of the site by sustainable means.

Construction Management Plan

The previous LHA comments stated that it appeared that the demolition and construction phases of the development can be managed without a negative impact on the highway network but that it is recommended that a Construction Management Plan is produced to ensure that construction traffic is managed appropriately, this should include a construction parking for staff, servicing and delivery arrangements and a full assessment of any required traffic management arrangements.

Conclusion

It is recommended that:

- Two HGV's need to be shown passing from the Bridge Road (south) access
- The access arrangements off Coed Aben Road require review, the applicant has stated no HGV access but this is confusing as refuse vehicles are allowed which are HGV's and servicing vehicles may be HGV's.
- Clarification of the servicing arrangements at this location is also required.
- Dropped kerbs and tactile paving are required at all vehicular access points.
- Footpaths across the site need attention, 2m width required.

- A give way arrangement is required for the exit from Block C/D/E area to Bridge Road (south) access.
- An improved turning head is required for Block C units 1-5.
- Waste storage locations are required and collection arrangements should be detailed.
- There are concerns over the 6m aisle widths provided which may not be adequate for vehicles servicing the site, such as transit vans. Any overhanging of the parking spaces could also potentially impede access for large vehicles.
- Rigid HGV servicing space is required in close proximity to Blocks C, D and E.
- The LHA would recommend a one-way arrangement is put in place Internally within the area encompassing Blocks C, D and E.
- There are some issues with the cycle parking provided.
- A Construction Management Plan is used to ensure the impact of construction traffic is minimised.

The LHA would recommend that these issues are addressed in full should the LPA be minded to grant the application.

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke.

On behalf of Chief Officer, Environment & Technical