

# MEMORANDUM



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**From:** Chief Officer, Environment & Technical      **To:** Head of Economy and Planning  
**FAO:** Gwyn Humphreys

**Our Ref:** ET/DC/MZ/P/2023/0280      **Your Ref:** P/2023/0280

**Date:** 22nd April 2024

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**Land east of Bryn Lane, Wrexham Industrial Estate, Wrexham LL13 9UT**

**Hybrid planning application for (a) outline permission (all matters reserved except for means of access) for erection of up to 3 warehouse & distribution units (Use Class B8), including ancillary office accommodation, comprising up to 93,019sqm net floorspace, service yards, car parking, HGV parking, internal circulation, landscaping and ancillary works; and (b) detailed permission for demolition, means of access, earthworks, drainage, landscaping, ecology zone and relative ecological mitigation measures, and ancillary works**

We write further to your further to receipt of the following additional information:

- TA Addendum on 16/02/24,
- Bryn Lane roundabout Stage 1 RSA on 5/4/24,
- Updated Abenbury Rd/Bryn Lane Roundabout improvements.
- Proposed improvements to Gresford Interchange at the A484 (Southbound exit slip lane improvements)
- Proposed improvements to the Sandy Lane/Holt Rd roundabout

The above information was in response to Highways previous consultation response dated 1<sup>st</sup> December 2023.

Our updated response is as follows:-

## **Background Information**

This planning application, referred to as “Kingmoor, Land off Bryn Lane, Wrexham Industrial Estate” (P/2023/0280) is located to the east of Bryn Lane and to the north of the Very Group Access Road. The development proposals comprise the erection of two industrial units for B2 and B8 use with a total Gross Internal Area (GIA) of 8,471sqm.

It must be noted that the proposals at this stage are outline with a variety of matters reserved for assessment within a further more detailed application. At present the highway implications considered within this application relate to means of access and the impact of the proposed development traffic on the highway network.

No account of the car parking, motorcycle parking, cycle parking, cycle routes and pedestrian routes within the site has been undertaken at this stage, but the LHA would impress upon the applicant the importance of reviewing and providing car and cycle parking in accordance with the Councils standards set out in LPGN16e.

The provision of high quality secure covered long stay cycle parking for staff with associated showers, changing facilities and storage lockers would help to encourage staff to travel sustainably to the site.

Furthermore, in terms of Active Travel, following consultation with WCBC’s Active Travel Officer, a series of improvements have been considered including upgrading of Active Travel routes in and within the locality of Bryn Lane, the provision of 2 number bus stops including shelters, raised kerbs, white lining and associated works, and a contribution towards extending bus routes along Bryn Lane to serve the development. It is considered that the bus stop construction could be delivered within the applicants Section 278 works near to the site entrance, at a location to be agreed with WCBC’s Public Transport Officer ( who is contactable on 01978729760) and could consider utilising the existing layby opposite the Kellogg’s entrance. Alternatively this could be provided as part of a Section 106 agreement alongside the other Active Travel works.

### **Proposed Highway Mitigation Measures**

Following receipt of the TA Addendum, a review was undertaken of the local highway network which assessed the proposed impacts of the development on highway junctions in the vicinity of the site in addition to the local highway networks provision for active travel. Following this a number of junction improvements have been proposed by the developer for the following locations:

- A483/Gresford Interchange
- A534/Sandy Lane/Borras Hall Lane Roundabout
- Abenbury Way/Bryn Lane/Ash Rd North Roundabout (adjacent to JCB)
- The site access junction onto Bryn Lane

#### **A483/ Gresford Interchange**

The traffic modelling impacts were set out in the previous LHA response indicating the junction is operating close to the practical reserve capacity (PRC). At present the most critical links are at the conflict point between the A483 southbound off slip and the northern circulatory carriageway. Currently the carriageway markings indicate that lane 1 (nearside) is for the first and second exit (The B5445 Chester Road and the A5156), that lane 2 (the middle lane) is for the second and third exits (The A5156 and A512 Chester Road) and lane 3 (the offside lane) is for the fourth and fifth exits from the roundabout. Lane 1 is a relatively short lane, the feeds off lane 2 which is a much longer lane, and lane 3 is also a long lane. On review of the traffic demand, it is clear that the second exit (The A5156) is by far the most dominant turning movement which results in high demand for lanes 1 and 2, especially at peak times. At present the lane allocations are left turn only for lane 1, straight on and left for lane 2 and straight on only for lane 3. This lane designation, bearing in mind the most dominant turning movement is for the second exit, means that lanes 1 and 2 are heavily saturated and lane 3 is underutilised. Therefore, it is felt that the performance of these lanes could be improved through a simple reallocation of the lanes. By changing the arrows on lane 2 (the middle lane) to show left turn only to The B5445 Chester Road and the A5156 (the dominant movement) and reallocating all movements for exits three, four and five to lane 3 (the offside lane) it is felt that this would improve performance at the junction. The proposals may also be further benefitted from the provision of lane allocation signing on the slip road. The installation of both the lining and signing will be subject to discussion and agreement with The North And Mid Wales Trunk Road Agent (NMWTRA).

It is noted that the performance of the junction could be further improved by looking to optimise the cycle times at the junction. The LHA recommends that the long term resolution is the upgrade of the controller and signal infrastructure at the junction to allow optimization of the signals to be more reactive to queue lengths. Therefore we request a proportional contribution to these works. It is anticipated that the overall cost for the required infrastructure is in the region of £100,000 and therefore we would request that the applicant agree to provide a contribution of £25,000 to be secured via a S106 agreement, in addition to the Active Travel contributions already specified above.

#### **A534/Sandy Lane/Borras Hall Lane Roundabout**

In the traffic modelling and the additional sensitivity test that was undertaken the results indicated that Wrexham Road and the A534 in the AM peak and the Industrial Estate Road in the PM peak are forecast to operate above the theoretical capacity at the junction. Therefore the applicant has proposed an improvement scheme which looks to widen the Wrexham Road junction approach to allow two large cars to queue alongside each other on this arm of the junction more comfortably for

a greater distance. The applicants transport consultant has undertaken some additional modelling with the proposed scheme in place which demonstrates that the improvements to Wrexham Road will increase the capacity and reduce queues on this arm.

### **Abenbury Way/Bryn Lane/Ash Rd North Roundabout**

Amendments are proposed for the Abenbury Way arm of the above roundabout which look to widen the approach lane to the roundabout to allow two articulated vehicles to queue on the Abenbury Way approach to the junction. The nearside lane is proposed to be marked out as left turn only and the offside lane is proposed to be marked out as left turn and straight on, with the additional provision of hatched marking on the circulatory carriageway to enforce the predominant left turn at the junction from this arm. The proposed mitigation measures substantially increases the capacity on this arm and reduces queueing. A stage 1 Safety Audit has been successfully completed on this junction assessment.

### **The site access junction onto Bryn Lane**

We have resolved on review of the submitted plans that there needs to be amendments to the proposed arrangements. The submitted indicative plans indicate a pedestrian refuge island and an area of proposed new footway installation to connect the proposed site to the existing shared cycle and pedestrian path on the west side of Bryn Lane. At present there is an extensive area of hatched marking on the east side of Bryn Lane which would result in a long distance for pedestrians to cross and the proposed island appears undersized. The LHA agrees the need for a pedestrian/cycle crossing facility in the vicinity of the access onto Bryn Lane, however, A PV squared assessment (using predicted flows of pedestrians /cyclists / public transport users/vehicles) should be carried out to inform the type of crossing that is appropriate to be delivered at this location. This assessment will inform the design required and also, as a result of the installation of a crossing point, the LHA will require a change in speed limit to be delivered across the Industrial Estate. The costs for the required TRO and signage / lining amendments and crossing and associated related highway works should be borne by the developer. There will also need to be some amendments to the existing hatched markings, kerblines and footway extents proposed as part of the proposals. Furthermore, The Applicant should engage with [paul.rogers@wrexham.gov.uk](mailto:paul.rogers@wrexham.gov.uk) regarding street lighting improvements at the junction, which would form part of any S278 works. A Road Safety Audit will also be required as part of these proposals.

### **Impacts on the wider highway network**

Although it is appreciated that the proposals do have an impact on other junctions in the vicinity of the Wrexham Industrial Estate, it is considered that there are live applications in relation to sites KSS3 Utopia City and KSS2 Land South Of Holt Road which will have a more substantial impact on these junctions and as such has lead to junction amendments as set out below being proposed as part of the proposals:

- An additional arm and improvements to the A534/A5156/A534 Holt Road roundabout to provide access to the KSS2.
- Improvements to the Greyhound Roundabout (A534 Holt Road / Bryn Estyn Road / Cefn Road / Dean Road) as part of KSS2.
- An additional arm and widened diameter at the Industrial Estate Road / Bryn Lane / Ash Road North / Abenbury Way roundabout as part of KSS3.

As part of the KSS2 proposals it is also proposed to add additional lanes and a part signalisation to the A534/ Industrial Estate Road / Sandy Lane / Borrass Hall Road junction. It is not considered that the highway works proposed on the Wrexham Road arm at this junction will compromise the future delivery of such works, but will support by providing additional capacity.

Should elements of KSS3 and/or KSS2 be approved prior to this application's mitigation works being delivered, we would seek to engage with all applications on the phased delivery to ensure vital routes serving the Wrexham Industrial Estate are improved with minimal disruption. We are satisfied that this is in interests of all parties to work together in this regard.

### **Other matters**

Highway drainage should be picked up within the Section 278 junction works improvements. The drainage for the private road should be included within the site proposed drainage as part of the SAB proposals, to ensure that surface water does not run onto the public highway. Bryn Lane surface water drainage cannot accommodate any additional drainage from beyond the public highway. The SAB officers approval of all drainage works would be required prior to our finalising approval of any S278 works.

Refuse collection can be catered for adequately within the site and for access by the proposed access road to the site.

### **Conclusion**

It is considered that the proposed mitigation measures and financial contributions requested above acceptably mitigate the impact of the development on the local highway network. Therefore, should

the Planning Authority be minded to approve the application we request the following are provided and in place prior to the first occupation of the site:

- A Road Safety audit will be required for all highway works proposed on the public highway that have not already been subject to a road safety audit as part of the application.
- The delivery of a scheme at the A483/ Gresford Interchange to provide amended lane allocation lining and signing in coordination with NMWTRA.
- A financial contribution of £25,000 towards the long term upgrade of the controller and signals at the Gresford Interchange.
- The delivery of a scheme at the A534/Sandy Lane / Borrass Hall Lane / Wrexham Road roundabout to increase the flare length on the Wrexham Road approach to provide an extended two lane approach as shown on drawing ...
- The delivery of a scheme at the Abenbury Way / Bryn Lane / Ash Road North Roundabout to provide an extended two lane approach on the Abenbury Way arm of the junction and amended lining to the circulatory carriageway as shown on drawing..
- The delivery of a scheme on Bryn Lane to provide a crossing facility for pedestrians and cyclists adjacent to the site entrance incorporating a reduction in speed limit across the Industrial Estate. The costs for the required Traffic Regulation Order and signage / lining amendments and crossing and associated related highway works should be borne by the developer.
- A financial contribution for Active Travel to support the delivery of a series of improvements to upgrade Active Travel routes in and within the locality of Bryn Lane, the provision of 2 number bus stops including shelters, raised kerbs, white lining and associated works, and a contribution towards extending bus routes along Bryn Lane to serve the development.
- Prior to first occupation of the development a travel plan shall be submitted to and agreed in writing by the Local Planning Authority. The travel plan shall be implemented in accordance with the approved details and shall be retained as such thereafter.

Prior to the commencement of works on the public highway, an agreement under Section 278 of the Highways Act 1980 shall be entered into with the Council. Detailed design work and considerations to be undertaken in co-ordination with the Council's highway operations team.

It is felt that the financial contributions for Active Travel, The Gresford Interchange and TRO process and change of speed limit works could be secured via a Section 106 agreement.

Subject to suitably worded conditions covering the above elements, there are no objections to the proposals on highways grounds.

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Chief Officer, Environment & Technical