

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Simon Greenland
Our Ref:	ET/DC/MM/P/2022/0065	Your Ref:	P/2022/0065
Date:	18 th May 2022		

The Bridgeway Centre, Bridge Road Wrexham Industrial Estate, Wrexham LL13 9QS
Full permission to demolish existing units and erect 33 units for B1/B2/B8 use,
refurbishment 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

Further to your email / consultation dated 03/03/2022 in respect of the above, I comment as follows:-

The application will result in a net increase of 6,443sqm of industrial (B1/B2/B8) land use.

Traffic Impact

The Transport Assessment includes a robust assessment of the expected trip generation and highways impact, including modelling of a number of junctions in the vicinity of the site. The assessment highlighted that by 2036 two junctions (Industrial Estate Rd/Abenbury Way/Ash Rd N/Bryn Ln and Bridge Rd/Redwither Rd/Coed Aben Rd) will be close to or at operational capacity. It is, however, clear that the Bridgeway Centre development traffic makes only a negligible contribution to the demand at these junctions. In the case of the Bridge Rd/Redwither Rd/Coed Aben Rd junction, it is likely that trips would be displaced on to other routes as it became congested, which have been modelled and show considerable spare capacity available in 2036. I am therefore satisfied that the development will not have any significant impact in terms of traffic generation.

Road Safety

The five year accident record for the study area agreed with WCBC has been reviewed, identifying one accident. It is agreed that there is not a highway safety issue that would be exacerbated by the proposal.

Access Junctions

The redeveloped site will use the three existing access junctions, on Bridge Road and Coed Aben Road. The two Bridge Road junctions are to be modified to improve their ability to accommodate larger vehicles. The design for each junction appears acceptable. Swept path analysis has been undertaken to confirm that larger vehicles (11.2m refuse vehicle for the northern access and a 16.48m HGV for the southern access) can safely enter and leave the site.

Site Layout

An appropriate site layout has been proposed, with vehicle tracking provided to confirm that vehicles can access all parts of the site. There are some locations where it would be beneficial to provide turning heads, particularly

- In the parking area outside Block C Units 3 and 4. With the current layout it is likely that if all parking spaces are occupied, vehicles may need to reverse around a corner and on to the main side access road next to Block C unit 13.
- The parking area between Block C Unit 6 and Block E Unit 13 would also benefit from a turning area to avoid unnecessary reversing into the access road.
- Within the Block F-J section of the site (Outline application), turning heads would be beneficial outside Block F Unit 7.

1.8m footways are provided, facilitating pedestrian access to all part of the site.

Parking

It appears that the WCBC Parking Standards (LPG16) have been interpreted as being a minimum requirement, however the standards stated in LPG16 are the **maximum** permitted provision. The total proposed parking provision across the site currently exceeds the maximum permitted by 27 spaces. The site layout should therefore be revised to reduce the number of parking spaces in line with LPG16.

Opportunities for use of sustainable transport modes

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 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

It appears that the demolition and construction phases of this development can be managed without negative impact on the highway network. It is recommended that a Construction Management Plan be produced to ensure that construction traffic is managed appropriately.

Conclusion

It is recommended that

- Turning heads should be provided where appropriate to avoid the need for vehicles to reverse on to the main site access roads.
- The number of parking spaces should be reduced in line with LPG16.
- A Construction Management Plan is used to ensure the impact of construction traffic is minimised.

When these points are addressed there will be no highways reason why planning permission should not be granted.



Chief Officer, Environment & Technical