

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Simon Greenland
Our Ref:	ET/DC/MM/P/2022/0017	Your Ref:	P/2022/0017
Date:	17 th March 2022		

Land East of Bryn Lane, Wrexham Industrial Estate, LL13 9UT Erection of industrial units (Class B2/B8)

Further to your email / consultation dated 12/01/2022 in respect of the above, I comment as follows:-

The proposal comprises two industrial units, with 4080m² and 4080m² gross internal area. Each has a separate access point and car parking provision.

Traffic Generation

The expected trip generation for the site has been estimated using TRICS, applying standard methodologies. The units are expected to produce up to 29 vehicle trips in a peak hour, which will be split between the two access points on to the network. It is agreed that this will not have a significant impact on the highway network.

New Access Junction

A new access will be created on to the private road to the north of the site. The new access junction will provide a 7.3m access road with 12.5m radii at the junction. Vehicle tracking has been provided using 15.4m articulated vehicle to demonstrate that the largest vehicle expected to serve the site can enter and exit safely in a forward gear. This road meets Bryn Lane at an established junction.

Existing Bryn Lane Access Junction

Unit 2 will use an existing, but currently unused access on to Bryn Lane. The existing access has 15m radii at the junction. 2.4m x 120m visibility splays have been demonstrated.

Vehicle tracking has been provided using 15.4m articulated vehicle to demonstrate that the largest vehicle expected to serve the site can enter and exit safely in a forward gear, although the tracking seems constrained there is sufficient surface to make the turn.

Car Parking

The proposed car parking provision is within the WCBC parking standard for both units, providing 51 spaces for unit 1 and 53 spaces for unit 2. Accessible spaces are provided close to the entrance.

Whilst the split of B2 and B8 land use is not known, the proposed parking provision is in line with the WCBC parking standards and with the requirements estimated using parking accumulation analysis. Appropriate levels of cycle parking are also proposed.

Local Highway Network

The industrial estate is an appropriate location for this development and the land has previously been used for employment purposes.

Road Safety

The accident record of Bryn Lane, including the Oak Road and Ridley Wood Road junctions has been reviewed for a five year period using Crashmap.co.uk. It is agreed that the road safety record does not represent a material concern in the context of the proposed development.

Site Layout

Swept path analysis has been undertaken to show an articulated vehicle accessing and moving within the site, showing that it can access and leave the site in a forward gear. This is the larger of the vehicles expected to service the site and although the tracking appears constrained there is sufficient surface to make the turn.

Sustainable Transport Options

The Transport Statement has assessed the area accessible by cycling and walking. Whilst there are limited residential areas within walking distance it is agreed that the site can be accessed by cycling including from Wrexham. It is possible to access the site by bus, with the closest bus stop 1450m away on Bridge Road North, which is within the 2000m suggested by the CIHT 'Providing for Journeys on Foot'. The most direct route does not have a footway for the entire route.

Conclusion

The development is not expected to have a significant impact on the operation or safety of the highway network. An appropriate level of parking has been provided and the access junctions and the site layout provides suitable visibility and are shown to allow for the largest vehicles anticipated to serve the site as they will be able to turn and exit in a forward gear.

There is no highways reason why planning permission should not be granted.



Chief Officer, Environment & Technical