MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/AC/P/2025/0143 Response 3	**Your Ref:**	P/2025/0143
Date:	08/06/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DEMOLITION OF EXISTING STRUCTURES AND ERECTION OF EMPLOYMENT FACILITIES (CLASS B2/B8) WITH ANCILLARY OFFICE ACCOMMODATION (CLASS B1A) INCLUDING LANDSCAPING, PARKING, ACCESS AND OTHER ASSOCIATED WORKS

LOCATION: LAND SOUTH OF BRYN LANE, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9US

Introduction
This consultation response provides a review of the applicant's Technical Note dated 13 April 2026, submitted in response to the Local Highway Authority's (LHA) consultation comments of 18 March 2026 in relation to the proposed development at Land South of Bryn Lane, Wrexham Industrial Estate.

The purpose of this response is to set out whether, and to what extent, the applicant has addressed the concerns previously raised by the LHA. Each of the key technical areas raised within the consultation has been considered in turn, with commentary provided on the adequacy of the applicant's response and whether the matter is considered satisfactorily resolved.

Site Access Visibility Splays
The LHA requested a revised access drawing showing the full tangent area for the western visibility splay, including clearly defined X and Y dimensions and a scale bar.

The applicant has provided a revised access arrangement drawing (Appendix TN1), which includes visibility splays of 2.4m x 120m and presents the access geometry in full. The drawing also includes dimensional information and a scale, thereby addressing the specific requirement for clarity in the visibility splay design.

On this basis, the applicant has satisfactorily addressed the LHA concerns in respect of visibility splays, with sufficient detail now provided to understand and assess the proposed access arrangement.

Swept Path Assessment
The LHA required that the swept path analysis be updated to incorporate a 0.5m operational tolerance between opposing HGV movements.

The applicant has provided updated tracking drawings within Appendix TN2, which demonstrate vehicle manoeuvrability within the site and at the access. These drawings are stated to incorporate the required operational margin, ensuring that HGV movements can occur safely without conflict.

Accordingly, this matter is considered to have been adequately addressed, subject to confirmation that the demonstrated clearances are maintained in the final design and during detailed design stages.

Trip Generation
The LHA raised concerns regarding the trip rates applied within the original assessment and requested agreement on appropriate trip generation assumptions.

The applicant has confirmed that revised trip rates have now been agreed and has provided TRICS outputs (Appendix TN3) alongside updated trip generation calculations. The revised analysis indicates a total of 91 two-way vehicle trips in the AM peak (80 arrivals, 12 departures) and 56 two-way vehicle trips in the PM peak (13 arrivals, 43 departures).

The assessment also identifies:

- An increase in total vehicle trips compared to earlier assumptions;
- A reduction in HGV trips during both AM and PM peak periods;
- Inclusion of multi-modal trip estimates, including pedestrian, cycle, and public transport trips.

The updated submission provides greater clarity on the trip generation approach and presents supporting TRICS data. The inclusion of multi-modal elements is noted and is consistent with standard practice for this type of development.

On balance, the information provided addresses the LHA earlier concerns regarding trip generation, with the revised assumptions now clearly set out.

Traffic Impact Assessment (TIA)
The LHA stated in their previous response that junction assessments should be undertaken where development traffic would increase flows by more than 5% in any peak hour.

The applicant has responded by:

- Reviewing development impact across junctions;
- Identifying that only one location (the Bryn Lane arm of the roundabout) experiences greater than a 5% increase, specifically an 8.3% increase during the PM peak;
- Providing updated traffic flow diagrams (Appendix TN4);
- Undertaking detailed junction modelling at Bryn Lane Industrial Estate Road Roundabout and site access junction.

Junction Capacity – Site Access / Bryn Lane
The applicant has undertaken capacity assessments of the proposed site access junction using PICADY software for both 2030 and 2037 scenarios.

The results indicate:

- Very low RFC (Ratio of Flow to Capacity) values (e.g. 0.03–0.13);
- No queuing associated with any arm of the junction.

These results demonstrate that the proposed access would operate well within capacity under future year conditions.

Junction Capacity – Bryn Lane / Industrial Estate Road Roundabout
To aid understanding of the 2030 junction model results, the LHA request that the results of the current 2023 base model upon which the 2030 model is based. This should include full details of the validation process.

The LHA will then be in a position to provide a further response to the applicant's traffic modelling.

Conclusion
The applicant has provided additional information in response to the concerns previously raised by the Local Highway Authority, and a number of matters have been progressed. Updates to the access drawings, swept path analysis, and trip generation assumptions have been provided.

The Traffic Impact Assessment has generally followed the agreed methodology, with junction assessments undertaken where thresholds are exceeded. The capacity assessments for the proposed site access indicate that it is likely to operate within acceptable limits, based on the scenarios tested.

However, not all elements of the assessment can yet be considered fully resolved. In particular, the absence of the 2023 year base model details and validation information for the Bryn Lane / Industrial Estate Road roundabout limits the ability to verify the reliability of the future year modelling. This represents a key gap in the supporting evidence.

Until this information is provided and reviewed, it is not possible to reach a definitive position on the acceptability of the traffic impacts at this junction. As such, while progress has been made, further clarification and supporting evidence is required before all highway-related concerns can be considered satisfactorily addressed.

KWEdwards
Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*

11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.