MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/AC/P/2025/0143 Response 4	**Your Ref:**	P/2025/0143
Date:	03/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

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 / DYMCHWEL ADEILADAU PRESENNOL A CHODI CYFLEUSTERAU CYFLOGAETH (DOSBARTH B2/B8) GYDA SWYDDFA ATODOL (DOSBARTH B1A) GAN GYNNWYS TIRWEDDU, PARCIO, MYNEDIAD A GWAITH CYSYLLTIEDIG ERAILL

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

I refer to your consultation / email in respect of the above.

Introduction
The Local Highway Authority (LHA) have reviewed the applicant's Technical Note (Cora IHT, dated 16th June 2026) submitted in response to the LHA consultation comments dated 8th June 2026.

Traffic Impact Assessment and Validation
The LHA has provided comments in response to previous submissions and, following those reviews, the remaining outstanding issue related to the validation of the traffic model used to assess the impact of the development on the Bryn Lane / Industrial Estate Road / Abenbury Way / Ash Road North roundabout.

The applicant has now provided the requested validation information for the 2023 base model. The submitted data compares the modelled queue lengths with observed queue surveys undertaken during the AM and PM peak periods. The results demonstrate that the queues reported within the 2023 base model are broadly comparable with the observed queue lengths in both peak periods. On this basis, the LHA is satisfied that the base model has been appropriately validated and therefore considers it acceptable for forecasting the impact of the proposed development on the junction.

Whilst the most recent Technical Note does not provide a detailed narrative regarding the forecast traffic impacts, the applicant's previous submission dated 13th April 2026 included a comprehensive explanation of the modelling results and their implications. The following review has therefore been prepared having regard to both submissions.

Traffic Modelling Review and Mitigation
The applicant has assessed a future year scenario of 2030 and has considered both the 'without development' and 'with development' scenarios. The modelling results indicate that the Bryn Lane / Industrial Estate Road roundabout is forecast to operate within acceptable capacity limits during the AM peak hour. The highest RFC recorded in the AM peak hour is 0.69 with a queue of 5 vehicles in the 2030 with development scenario on the Industrial Estate Road arm, which remains within theoretical capacity.

During the PM peak hour, the modelling indicates that the Abenbury Way arm is forecast to operate above its theoretical capacity in the 2030 future year 'without development' scenario. The applicants assessment shows that the RFC on the Abenbury Way arm would be 1.02 and a queue of approximately 19 vehicles is forecast. With the development in place, the RFC is forecast to increase 1.06, with the associated queues increasing by 8 vehicles to approximately 27 vehicles.

Whilst the development is forecast to result in a slight increase in delay and queuing on the Abenbury Way arm, the junction is already predicted to operate above theoretical capacity as a consequence of background traffic growth. The additional impact arising from the proposed development is considered to be relatively minor in the context of the overall operation of the junction and does not represent a material worsening of conditions.

The LHA acknowledges that the junction is forecast to experience capacity constraints during the PM peak period. However, given the limited scale of the development impact, it is not considered that any proportionate highway mitigation could be reasonably justified. Furthermore, the LHA does not consider that mitigation delivered solely in response to the development would materially address the wider capacity issues forecast at the junction. As such, no mitigation is sought in this instance.

Summary
The applicant has provided the additional information requested by the Local Highway Authority (LHA) in relation to the validation of the Bryn Lane / Industrial Estate Road / Abenbury Way / Ash Road North roundabout model. Having reviewed the submitted validation data, the LHA is satisfied that the 2023 base model provides a reasonable representation of existing junction conditions and is therefore suitable for forecasting the impact of the proposed development.

The submitted modelling demonstrates that the roundabout would continue to operate within acceptable capacity limits during the AM peak hour. Whilst the Abenbury Way arm is forecast to operate above theoretical capacity during the PM peak hour, this condition is forecast to occur in the 2030 scenario without the development. The proposed development is predicted to have only a limited effect on the operation of the junction, resulting in a marginal increase in RFC and queue lengths when compared with the future year baseline

On the basis of the evidence provided, the LHA does not consider that the development would result in a significant impact on the operation of the local highway network. Furthermore, given the limited scale of the forecast impact, no proportionate highway mitigation can be reasonably justified.

Accordingly, the Local Highway Authority raises no objection to the proposed development on highway grounds.

KWEdwards

Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical

Conditions

Access Arrangement: Prior to first use of the development, the proposed vehicular access shall be laid out in strict accordance with approved proposed access arrangement drawing: plan no.004 A. Visibility splays of 2.4m x 120m will thereafter be permanently retained free of all obstruction in excess of 0.6m in height. Reason: To ensure that adequate visibility is provided at the proposed point of access to the highway.

Travel Plan: A Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development. Reason: To support the Council's approved Integrated Transport Strategy and to reduce dependency on the motor vehicle.

Construction Traffic Management Plan: No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented. Reason: In the interest of safety and the free flow of traffic on the adjoining highway.

Car Park Management Plan: No part of the development shall commence until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented. Reason: In the interest of safety and the free flow of traffic on the adjoining highway.

Private Surface Water Run Off: No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development. Reason: In the interest of safety and the free flow of traffic on the adjoining highway.

Provision of Vehicular Cycle Parking Facilities: Prior to first use of the development on-site cycle parking facilities shall be provided in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of cycles. Reason: To support the Council's approved Integrated Transport Strategy and to reduce dependency on the motor vehicle.

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.