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Wrexham Industrial Estate

Transport Assessment

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Client Name: Elite Onyx Properties (UK) SARL

Client Address: 51 Boulevard Grande-Duchesse Charlotte
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Luxembourg
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Site Address: 23VV+VJ
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Control Sheet

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Elite Onyx Properties (UK) SARL to provide transport and highways advice in relation to a proposed outline planning application for an industrial site in Wrexham (the Site). All matters would be reserved, excluding access.

1.1.2 The Site is within the administrative area of Wrexham County Borough Council (WCBC) as the Local Highway Authority (LHA) and Local Planning Authority (LPA).

1.1.3 The development proposals explore the potential to create new industrial floorspace on land east of the existing warehouse at Bryn Lane, Wrexham Industrial Estate. The new development would utilise the existing access road.

1.1.4 The proposed development is up to 14,996m^2. A robust assessment of 80/20 split between B8/B2 has been applied; therefore, this TA has considered a B2 area of 2,999m^2 and a B8 area of 11,997m^2.

1.1.5 The proposed illustrative masterplan is provided in **Appendix A.**

1.2 Pre-Application Scoping

1.2.1 A highway scoping note (**Ref: 89023-CUR-XX-XX-T-TP-00001**) was prepared and submitted to WCBC to set out key assessment assumptions and parameters for the transport assessment for planning submission.

1.2.2 WCBC provided a written response on the highway scoping note on 13th May 2026, with comments summarised in the following:

- Site Connectivity: improvement to pedestrian connectivity as part of the adjacent Kingmoor application would be required should the Kingmoor scheme not come forward;
- Car Parking: parking provision will be provided as per the maximum standards set out in the Council's Local Planning Guidance Notes 16;
- Traffic Impact Assessment: assessment to cover either B2 or B8 land use coming forward;
- Trip Rates: reviewing the trip rates included in the recently consented Industrial site on Oak Road (Ref: P/2025/0430), principle of referencing trip rates from the existing activity would be accepted subject to the trip rates being suitable to the location rather than operator / occupant;
- Stidy Area: the study area set out in the highway scoping note seems reasonable; and
- Committed Developments: the main Kingmoor site (Ref: P/2023/0280) and land at Oak Road (Ref: P/2025/0430) to be included as committed developments.

1.2.3 Comments from the response have been considered in the preparation of the subsequent transport assessment.

1.3 Purpose of the Report

1.3.1 This TA has been prepared to inform Highway Officers at WCBC, as the LHA, adjoining landowners and occupiers and community consultees, of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3.2 The TA has been prepared in accordance with Planning Policy Wales (PPW) Technical Advice Note 18: Transport as well as a number of local policy documents.

1.3.3 The purpose of this TA is to inform stakeholders the likely highway impact of the development proposals and to form part of the outline planning application.

1.3.4 Additionally, the TA is supported by a Framework Travel Plan (Document Reference: **89023-CUR-XX-XX-T-TP-00003**) with measures and initiatives to encourage active and sustainable travel. The travel planning process forms an integral part of the envisaged stewardship and long-term management of the proposed development.

1.4 Scope of the Report

1.4.1 The scope of this report is consistent with local and national transport planning policy and guidance.

1.4.2 This TA has been prepared in accordance with comments received as part of a Pre-Application Consultation (PAC) which outlined likely transport and highway impact concerning development on the Site

1.4.3 On this basis, the TA contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- A review of accessibility by all modes of travel including walking, cycling, and public transport;
- Drawings showing the site access proposals, vehicle tracking and visibility splays;
- Details of proposed parking arrangements and justification for the provision;
- Information regarding traffic generation, distribution, growth, committed development and assignment; and
- A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

1.5.1 Following this introduction, **Section 2** summarises key national and local transport planning policy.

1.5.2 **Section 3** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

Section 3 also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.

1.5.3 **Section 4** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.

1.5.4 **Section 5** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.5.5 **Section 6** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact, with **Section 7** providing an assessment on the highway impacts.

1.5.6 **Section 8** provides a report summary and conclusion.

2.0 Policy Context

2.1 National Policy

Planning Policy Wales (2024)

2.1.1 Planning Policy Wales (PPW) sets out the current national planning policy of the Welsh Government and is supported by a series of Technical Advice Notes (TANs). PPW outlines the important role that transport policies must play in facilitating sustainable development.

2.1.2 Paragraph 1.2 states that:

"The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales".

2.1.3 Chapter 4: Active and Social Places of PPW covers transport-related policy on creating sustainable and cohesive communities through development plan policies, including specific allocations, and development management decision making.

2.1.4 Paragraph 4.1.11 states that:

"Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services."

2.1.5 Chapter 4 of the PPW also covers the following:

- Use of the sustainable transport hierarchy prioritising walking and cycling, public transport, Ultra Low Emission Vehicles and other private motor vehicles;
- Reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport;
- Recognising Ultra Low Emission Vehicles as a key role in the decarbonisation of transport;
- Ensuring new developments are highly accessible by walking and cycling;
- Ensuring new developments must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities;
- Ensuring new developments support the use of public transport;
- A design-led approach to the provision of car parking should be taken; and
- Transport Assessments as an important mechanism for considering traffic impact.

2.1.6 The proposed development accords with the general principles of the PPW.

Technical Advice Note 18: Transport (2007)

2.1.7 Technical Advice Note 18: Transport (TAN 18) outlines the need for, and the required content of Transport Assessments for developments in Wales. TAN 18 states that the transport assessment process should include the production of a 'Transport Implementation Strategy' (TIS) as an output of the TP for the development. The requirements of the TIS are provided in paragraph 9.1 of TAN 18 as follows:

"This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites."

2.1.8 Paragraph 9.7 of TAN 18 explains how a TIS interfaces with the production of a TA and TP:

"TISs resulting from the TA process are intended to incorporate all the components of a travel plan and ensure these are integrated with design elements of the new development."

2.1.9 TAN 18 provides guidance on using accessibility profiles (in Annex A) to consider whether a site has the potential to minimise travel by the private car. Annex B of TAN 18 provides visibility standards based on the standards in the Design Manual for Roads and Bridges (DMRB) for roads where actual road speeds are unknown or where the speed limit is >60kph (37mph), and the standards in Manual for Streets (MfS) where speeds are known and are <60kph (37mph).

2.1.10 This TA has been prepared in accordance with the requirements for transport assessment set out in TAN 18.

2.2 Local Policy

Regional Transport Plan for North Wales

2.2.1 The Regional Transport Plan (RTP) for North Wales is a framework for which future investment related to regional transport systems and infrastructure improvements will be determined. The RTP feeds into the Welsh Government's transport strategy, Llwybr Newydd, and will aid the local highway authorities to 'address current and future local and regional transport issues over the next 5 years (2025-2030).'

2.2.2 Various policies which applies to the proposed development are listed below:

"Policy CB4: Commuters to the Flintshire and Wrexham Investment Zone should be able to access jobs using high quality walking and cycling infrastructure, enhanced nearby rail stations, or bus services that are attractive and reflect the working patterns of employers in the Investment Zone

Policy AT1: The quality and extent of infrastructure that is provided for walking, wheeling and cycling in North Wales will continue to be improved in line with the Active Travel Network Maps. These could be

new or upgraded existing facilities and may include the re allocation of road space to prioritise sustainable modes.

Policy AT3: Where possible, walking and cycling infrastructure should be accessible for all people, including those with mobility impairments, people in wheelchairs, and people pushing prams.

Policy RS11: The Strategic Development Plan and Local Development Plans should mandate that new residential and non-residential developments provide sufficient electric vehicle charging points to meet future demand and incentivise electric vehicle uptake

Policy RS13: The travel planning process should be used to encourage care share for commuting

Policy LU2: The Sustainable Transport Hierarchy will be used to help ensure developments support walking and cycling, public transport and ultra-low emissions vehicles over other private motor vehicles.

Policy LU4: Developments should only be supported where they promote active travel connectivity through safeguarding, enhancing and expanding on the Active Travel Network Maps.

Policy LU5: Development should be encouraged close to public transport facilities, and developments should be designed to help facilitate and improve public transport connectivity in both urban and rural areas."

Wrexham Unitary Development Plan (1996-2011)

2.2.3 The Wrexham Unitary Development Plan (UDP) (1996-2011), adopted in 2005, outlines the Council's broad intention for development in the area and provides a framework for local decision making in order that land use changes proceed coherently and with maximum community benefit.

2.2.4 Following the withdrawal of the emerging Wrexham County Borough Council Local Development Plan 2013-2028 announced 18th March 2026, the UDP 1996-2011 remains the most recent adopted local development plan.

2.2.5 Policy T8 of the UDP states:

"Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards…

Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate."

2.2.6 Policy T9 of the UDP states:

"Development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes, and integrate with the public transport system. Opportunities for horse riding along these routes will be secured where appropriate."

2.2.7 The proposed development accords with the transport-related policy in the UDP.

2.3 Guidance

Future Wales: the national plan 2040

2.3.1 Future Wales – the National Plan 2040 is the national development framework, setting the direction for development in Wales to 2040. It is a framework which will be built on by Strategic Development Plans at a regional level and Local Development Plans at local authority level.

2.3.2 Policy 12 – Regional Connectivity states that:

"Active travel must be an essential and integral component of all new developments, large and small. Planning authorities must integrate site allocations, new development and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement.

Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points".

2.3.3 The development proposals have considered active travel to be essential and has priority over vehicle trips. Details are provided in **Section 4** of this TA.

WCBC Local Planning Guidance Notes

2.3.4 WCBC have approved a series of local planning guidance notes which amplify the Development Plan policy.

2.3.5 Local Planning Guidance Note 15: Cycling sets out the minimum cycle parking standards to be:

- General industrial uses: 1 per 500m² GFA
- Storage and distribution uses: 1 per 1000m² GFA

2.3.6 New developments should provide secure parking facilities in the form of cycle cages or lockable bicycle shelters. Alternatively, secure compounds within buildings may be acceptable, providing that they are located at ground floor level and are accessible.

2.3.7 Local Planning Guidance Note 16: Parking Standards provides the parking standards applies to new development. Maximum parking standards are provided as the following:

- B2 General Industry: 1 car space per 50m² GFA
- B8 Storage and Distribution: 1 car space per 100m² GFA

2.3.8 The minimum size of a car parking space is 2.4m (width) x 4.8m (length). For 'mobility standard' space, the minimum width should be increased to 3.6m. A minimum of 10% of all car spaces should be provided to 'mobility standard'. No less than 60% of these spaces shall be signed as being for the exclusive use of disabled persons.

2.3.9 The proposed level of car parking and cycle parking accord with the Local Planning Guidance Notes and details are provided in **Section 4** of this TA.

2.4 Summary

2.4.1 It is considered that the proposed development is in line with national and local transport policies and guidance.

3.0 Existing Situation

3.1 Site Location

3.1.1 The application Site is located to the east of Bryn Lane on Wrexham Industrial Estate. It is situated c. 5 km to the east of Wrexham City Centre.

3.1.2 The Site is bound by Bryn Lane to the west, farmland to the east and industrial units to the south and the Kingmoor, Wrexham development site to the north (Ref: P/2023/0280).

3.1.3 **Figure 3.1** below shows the Site in a local context relating to the local highway network.

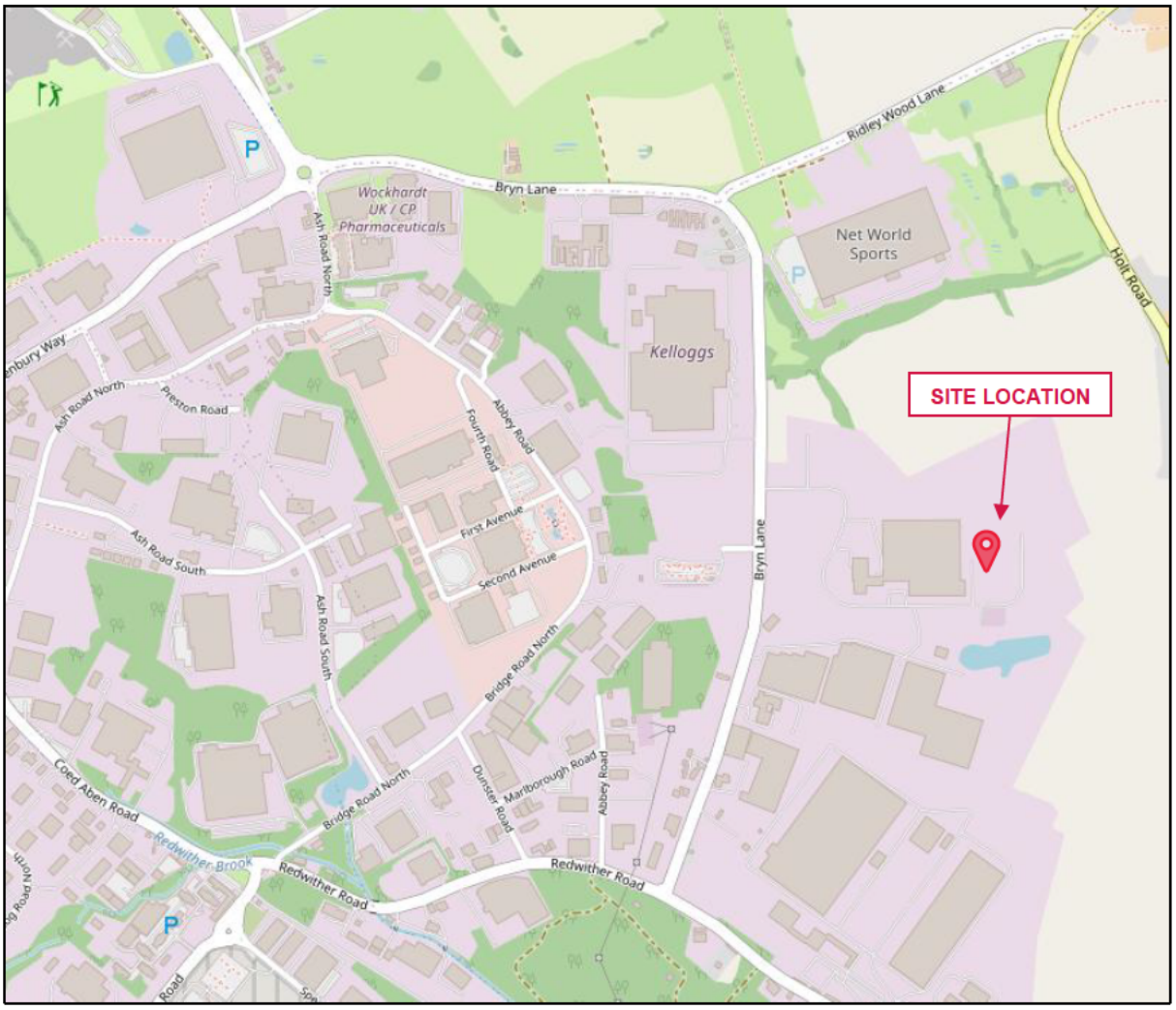


Figure 3.1 – Site Location
(Source: OpenStreetMap, 2026)

3.2 Existing Use and Access Arrangements

3.2.1 The Site is located on the eastern side of Bryn Lane within Wrexham Industrial Estate, approximately 5 km to the east of Wrexham City Centre. Wrexham Industrial Estate is one of the largest industrial estates

in the UK and comprises a wide range of employment uses including manufacturing, warehousing, distribution and supporting commercial services.

3.2.2 The Site currently comprises an operational distribution facility associated with the Very Group, alongside areas of brownfield land located to the east of the existing warehouse building. The existing industrial unit includes associated servicing areas, parking provision and internal circulation routes which are accessed via a priority-controlled junction with Bryn Lane. The Site therefore benefits from an established access arrangement suitable for large goods vehicles associated with industrial and logistics operations.

3.2.3 Pedestrian provision in the vicinity of the Site access is currently limited. The footway along Bryn Lane terminates approximately 4-5 metres east of the Site entrance, and there is currently no formal pedestrian infrastructure connecting Bryn Lane to the application Site boundary. A shared pedestrian and cycle path is provided on the western side of Bryn Lane; however, there are no formal crossing facilities to the eastern side of the carriageway in the immediate vicinity of the Site.

3.2.4 As part of the consented Kingmoor development (Ref: P/2023/0280), access arrangements in the vicinity of the Site will be upgraded. This includes the provision of a 3-metre-wide shared footway/cycleway along the western verge of the access gates, which will extend along the proposed Kingmoor access route.

3.2.5 The proposed improvements will also include the provision of a pedestrian refuge island on Bryn Lane, facilitating safe crossing movements between the eastern side of the carriageway and the existing shared footway/cycleway on the western side of Bryn Lane. These improvements will enhance pedestrian and cycle connectivity in the vicinity of the Site.



Figure 3.2 – View from Site Entrance Down to Bryn Lane

3.3 Surrounding Highway Network

Bryn Lane

3.3.1 Bryn Lane forms the western boundary of the Very Group Site and provides the sole point of vehicular access via an existing priority junction. The lane extends for approximately 2.25 km between the Bryn Lane / Industrial Estate Road roundabout to the north and its southern termination at the priority junction with Oak Road.

3.3.2 Bryn Lane operates as a two-way single carriageway, typically around 6.5-7 m in width, with localised widening at key junctions. Streetlighting is provided along its full length. A shared pedestrian/cycle path of approximately 2.5m in width routes on the western side of Bryn Lane from the Site northwards to the Bryn Lane / Industrial Estate Road roundabout. Owing to its physical separation from vehicular traffic, this facility enhances the safety and attractiveness of walking and cycling to and from the Site.

3.3.3 Highway improvement works were completed on Bryn Lane in October 2024, and the speed limit for Bryn Lane and some surrounding roads in the industrial estate was reduced from 40-mph to 30-mph in 2025.

3.3.4 South of the Site, pedestrian provision reduces to approximately 1.5 m in width, with cyclists required to share the carriageway with general traffic. As set out in **Section 3.2** at the existing Site access, pedestrian infrastructure is currently limited.

3.3.5 As set out previously as part of the committed Kingmoor development, access arrangements at the Site will be upgraded. A 3-metre-wide combined footway/cycleway will be delivered on the western verge of the Site access, improving active travel connectivity.

3.3.6 During a site visit in February 2026, vehicular flows were observed to be light, although this survey was undertaken outside peak periods and higher traffic volumes would be expected during morning and evening peaks. The overall condition of both the carriageway and the shared path was found to be good.

Site Access

3.3.7 This road is privately owned and is not part of the public highway network.

3.3.8 The road extends in a west-east direction from the priority junction with Bryn Lane, passing through security gates before entering the Very Group Site. Access and egress to the application Site are controlled by barrier systems.

3.3.9 The carriageway is approximately 7 metres wide. No footways are provided, and the junction radii and visibility splays at its connection with Bryn Lane have been designed to accommodate the turning movements of large HGVs.

Industrial Estate Road

3.3.10 Industrial Estate Road is located to the northwest of the Site and extends for approximately 1.25 km between the Bryn Lane / Industrial Estate Road roundabout to the south and the A534 / Industrial Estate Road roundabout to the north.

3.3.11 The road comprises a two-way single carriageway. It is subject to the national speed limit and is not equipped with streetlighting.

3.3.12 A shared pedestrian and cycle path is provided on the southern section of the road for approximately 250 metres, terminating shortly before the junction with Bryn Lane. North of this point, no pedestrian or cycle infrastructure is present. The Industrial Estate Road / Bryn Lane roundabout includes dropped kerbs and tactile paving on all arms, facilitating crossings and providing a continuous connection between the shared path on Bryn Lane and that on Industrial Estate Road. This is shown in **Figure 3.3**:



Figure 3.3 – Crossing on Industrial Estate Road

Oak Road / Redwither Road

3.3.13 Located to the south of the Site, Oak Road routes from west-east for c. 1.6 km as a continuation from Redwither Road to the west before terminating as the minor arm of a priority junction with B5130 to the east.

3.3.14 The road is a two-way single carriageway of c. 6-7 m in width and is subject to a 30-mph speed limit. Streetlighting is present on the western stretch for c. 300 m, however no streetlighting is present beyond this location.

3.3.15 The western stretch of the road also has footways of c. 1.5-2.5 m in width on both sides of the road for c. 900 m, whereas the eastern, more rural, stretch has no footway provision.

3.4 Highway Safety

3.4.1 Collision data for the highway network adjacent to the Site has been obtained from the DfT MAVRIC reported road incidents database for the most recent five years (2020 – 2024 inclusive). The details of the search are contained in **Figure 3.4**:

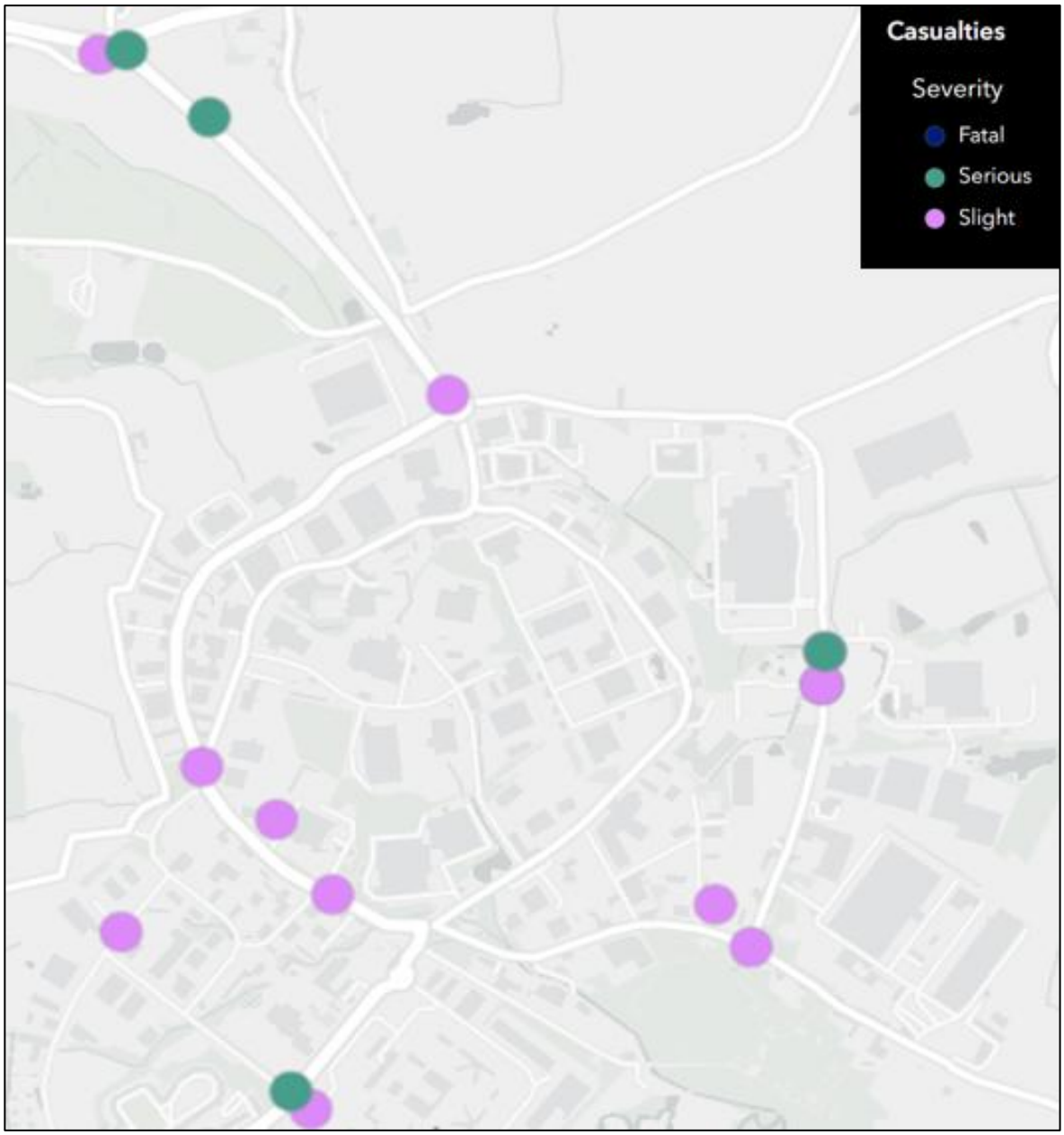


Figure 3.4 – Collision Data (2020 – 2024)
(Source: DfT MAVRIC)

3.4.2 There has been a total of 14 collisions in the latest five-year period available, 10 of which were 'slight' severity incidents and four of which were 'serious' severity incidents. No fatal incidents have been recorded in the study area and period.

3.4.3 The four serious incidents are detailed as follows:

- The first serious incident took place on 17 August 2020 on the Bridge Road / Clywedog Road East roundabout and involved a motorcycle colliding with the offside of a car. The conditions were noted to be light and fine;

- The second serious incident took place on 24 February 2022 on Industrial Estate Road and involved a car colliding into a cyclist, causing the cyclist to be overturned. The conditions were noted to be wet and light;
- The third serious incident took place on 18 October 2022 on Bryn Lane and involved a vehicle colliding with a pedestrian who was in the road with their back to traffic. The conditions were noted to be fine and dark; and
- The fourth serious incident took place on 4 October 2023 on the A534 / Industrial Estate Road roundabout and involved a car and motorcyclist colliding front on. The conditions were noted to be fine and light.

3.4.4 The recorded collisions are distributed across several different locations within the wider highway network, with no clustering of incidents identified at or in the immediate vicinity of the Site access. The incidents also involve a range of road users and differing circumstances, indicating no clear pattern associated with the highway layout, visibility, or road design.

3.4.5 Based on the available data, there is no evidence of an existing highway safety concern in the immediate vicinity of the Site that would be indicative of a systemic highway safety issue. Furthermore, no collisions have been recorded directly at the Site access junction.

3.4.6 The findings of the collision review therefore indicate that the local highway network is operating safely, and there is no indication that the proposed development would exacerbate an existing highway safety issue.

3.4.7 Full reports for the collisions detailed above are provided in **Appendix B**.

4.0 Development Proposals

4.1 Overview of Proposals

4.1.1 Outline planning permission would be sought for Use Class B2 and Use Class B8 development at the Site. All matters would be reserved, except access.

4.1.2 Development would comprise either an extension to the existing warehouse, or a standalone building, on land east of the existing warehouse at Bryn Lane, Wrexham Industrial Estate. The new development would utilise the existing access road. The existing large industrial unit will be retained.

4.1.3 The proposed development is up to 14,996m^2. A robust assessment of 80/20 split between B8/B2 has been applied; therefore, this TA has considered a B2 area of 2,999m^2 and a B8 area of 11,997m^2.

4.1.4 The proposed illustrative masterplan is provided in **Appendix A.**

4.2 Proposed Access Strategy

Vehicular Access

4.2.1 The existing vehicular access arrangement to the Site will be retained. Access to the proposed unit(s) would be provided directly from the existing internal estate access road, with security gates used to facilitate access. Dropped kerbs and tactile paving would be provided at the junction where the access road meets the Site to facilitate pedestrian access.

Pedestrian and Cycle Access

4.2.2 Pedestrian and cycle access to the Site is proposed, with the emerging design incorporating footways of a minimum width of 2 metres at the Site entrance and along internal access routes within the site boundary. These facilities would provide safe and direct connections to Bryn Lane and the wider active-travel network.

4.2.3 In line with existing arrangements for neighbouring industrial units, it is anticipated that cyclists would be required to use the carriageway when travelling to and from the Site. This reflects the current highway layout internally within the estate, where no dedicated cycle lanes are present south of the shared path, and cycling is accommodated on-street within general traffic flows.

4.3 Proposed Car Parking

4.3.1 Car parking provision for the proposed development will be considered with reference to Wrexham County Borough Council's Local Planning Guidance Note No.16: Parking Standards (July 2018).

4.3.2 For office uses (Use Class B1a / Class E(g)(i)), the guidance identifies a maximum car parking standard of 1 space per 30m² Gross Floor Area (GFA).

4.3.3 For storage and distribution uses (Use Class B8), the guidance identifies a maximum car parking standard of 1 space per 100m² Gross Floor Area (GFA).

4.3.4 The guidance notes that the standards represent maximum levels of provision, and that the level of parking should be determined having regard to the location of the Site, accessibility by sustainable transport modes and the operational characteristics of the development. The proposed development will therefore review car parking provision in accordance with this guidance. Details of the car parking provision will be subject to a future reserved matters application, once the detailed design is known.

4.4 Proposed Cycle Parking

4.4.1 Cycle parking provision will also be considered with reference to Wrexham County Borough Council's Local Planning Guidance Note No.16: Parking Standards (July 2018).

4.4.2 For office uses (Use Class B1a / Class E(g)(i)), the guidance identifies a cycle parking standard of 1 space per 300m² Gross Floor Area (GFA).

4.4.3 For Use Class B8 (storage and distribution) development, the guidance identifies a cycle parking standard of 1 space per 1,000m² Gross Floor Area (GFA).

4.4.4 The proposed development will therefore provide cycle parking in accordance with the above guidance, with facilities located in convenient and accessible locations within the Site to support travel by sustainable modes. Details of the cycle parking provision will be subject to a future reserved matters application, once the detailed design is known.

4.5 Proposed Electric Vehicle Charging

4.5.1 Electric vehicle (EV) charging infrastructure will be provided as part of the development in accordance with current national policy and best practice guidance, including the Building Regulations Part S: Infrastructure for Charging Electric Vehicles (2021).

4.5.2 For non-residential developments, including industrial, logistics and office uses, Part S requires that new developments provide EV charge points and supporting infrastructure to facilitate the transition to low-emission vehicles.

4.5.3 For office uses (Use Class E(g)(i)), the regulations require that:

- At least one EV charge point is provided for every 10 car parking spaces, and
- Cable routes are installed for a minimum of 50% of the remaining spaces to allow for future installation of additional charge points.

4.5.4 For industrial and storage/distribution uses (Use Class B8), where associated staff parking is provided, the development will incorporate:

- A minimum of one EV charge point per 10 parking spaces, and
- Passive provision (cable routes) for at least 50% of the remaining spaces.

4.5.5 The provision of EV charging infrastructure will ensure that the development supports the transition to ultra-low emission vehicles, reduces transport-related carbon emissions and aligns with national and local sustainability objectives.

4.5.6 The precise location and specification of EV charging points will be determined at the detailed design stage, with charge points typically located within staff parking areas to ensure convenient access for users.

4.6 Proposed Emergency, Refuse and Servicing Arrangements

4.6.1 Emergency, refuse and serving access will be provided from the estate access road.

4.6.2 An internal road is proposed surrounding the building, which provides access to HGV loading area to the east of the building and staff car park to the north of the building. A turning head is provided to the west of the staff car park to accommodate a three-point-turn manoeuvre of a large vehicle.

4.6.3 It is anticipated 16.5m articulated vehicles are likely to be the largest vehicles that will require regular access to the site. Further details will be provided at reserved matters stage to demonstrate the circulation of a 16.5m articulated vehicle on the site access and the internal road.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

5.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

5.2 Pedestrian Accessibility

5.2.1 Within the Site boundary, there is pedestrian infrastructure in the form of on carriageway marked footways, zebra crossings and kerbed pavements, providing access for pedestrians from the Site entrance through to the eastern service yard.

5.2.2 **F**igure **5.1** shows the pedestrian provision from the Site entrance.



Figure 5.1 – Pedestrian Provision from Site Entrance

To assist in summarising the accessibility of the Site by foot, distances of 500m, 1,000m and 2,000m which are termed ‘Desirable’, ‘Acceptable’ and the ‘Preferred Maximum’ by the CIHT for commuting trips have been considered. These are a good approximation for trips associated with the proposed development. The catchment area for pedestrians is illustrated in

5.2.3 **Figure 5.2**.

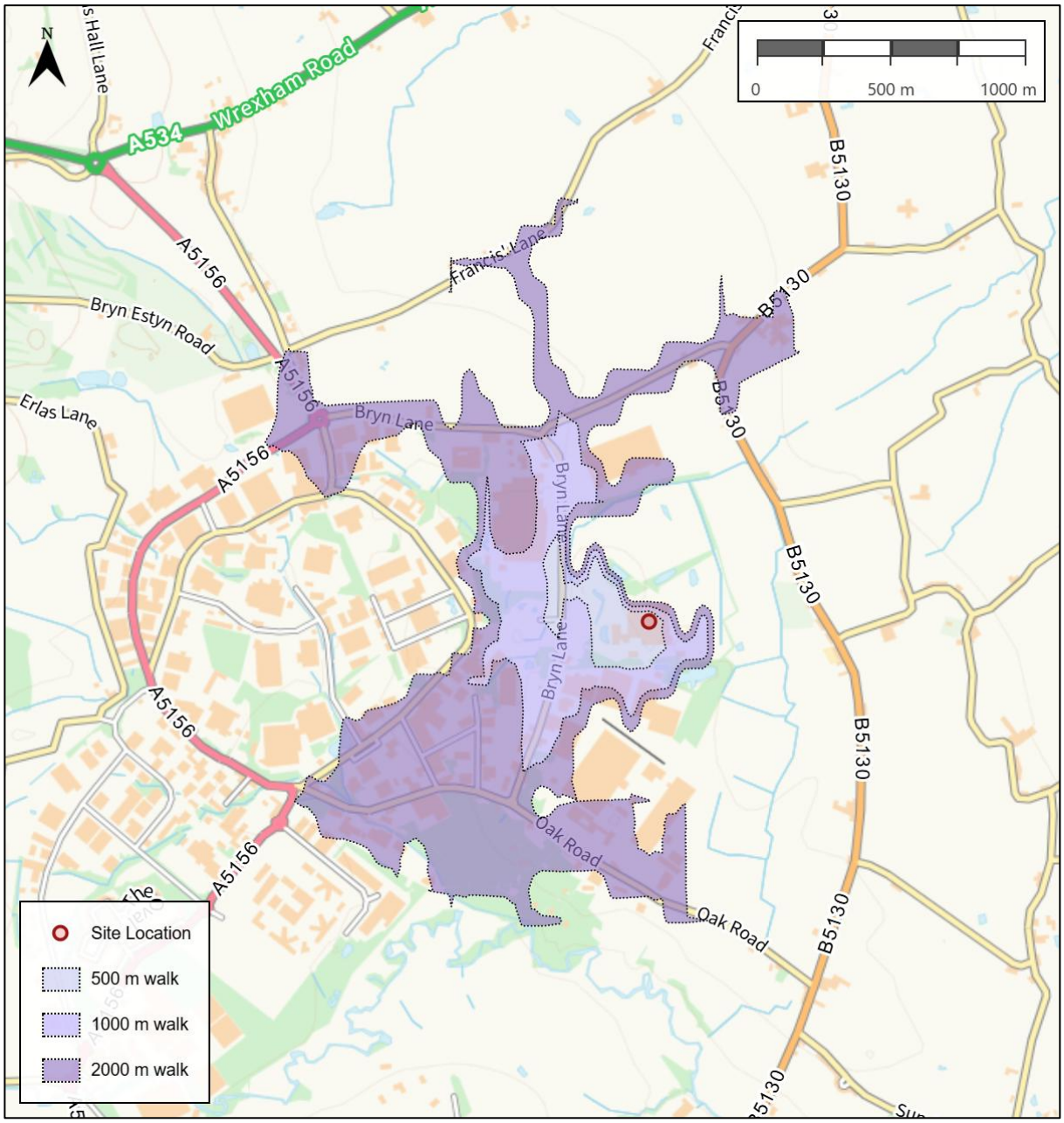


Figure 5.2 – Pedestrian Catchment
(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

5.2.4 The pedestrian catchment extends to areas in the wider Wrexham Industrial Estate and includes several complementary land uses such as a Greggs, NoraJohns Café, Ottilie's Café, Abbey Road bus stop and a Nisa Local convenience store.

5.3 Cycle Accessibility

5.3.1 Cycling is a cost-effective, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

5.3.2 In order to assist in assessing the accessibility of the Site by cycle, **Figure 5.3** presents 5.5km and 8km cycle catchments for the Site, along with the National Cycle Network routes available within these ranges.

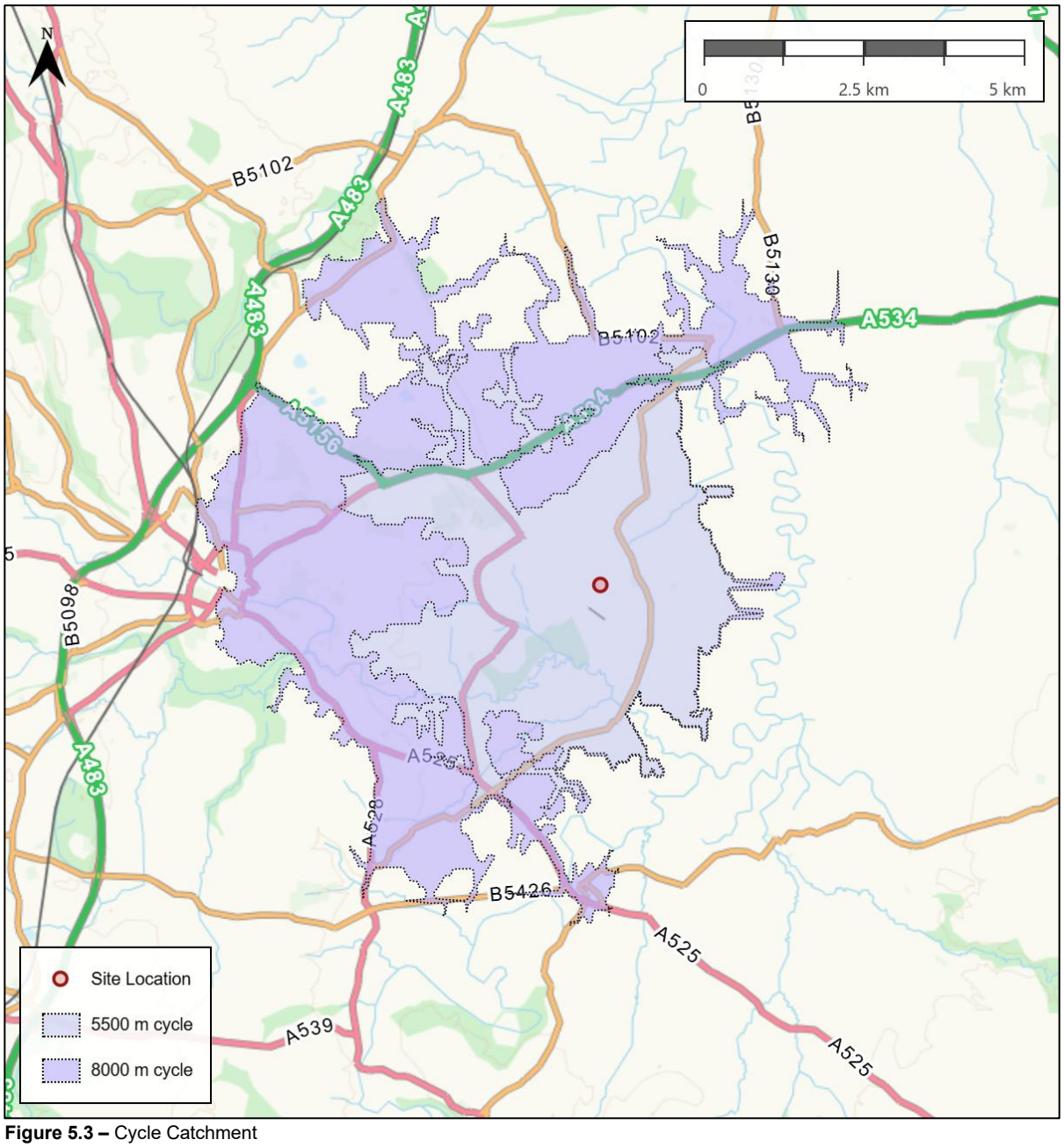


Figure 5.3 – Cycle Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

5.3.3 The 5.5km catchment encompasses the surrounding Wrexham Industrial Estate. The catchment also extends as far as A5156 to the north, the northeastern section of Wrexham to the northwest and Cross Lanes to the south.

5.3.4 The 8km catchment extends further to many residential areas in Wrexham and Wrexham General Rail Station to the west, Marchwiel and Bangor-on-Dee to the south and Gresford to the north.

5.3.5 As detailed previously, Bryn Lane's shared path provides connectivity for cyclists in the vicinity of the Site which is separate from the highway.



Figure 5.4 – Bryn Lane Shared Path

5.4 Public Transport Accessibility

Bus Accessibility

5.4.1 The nearest bus stop to the Site is the Bridge Road North opp factories Bridge Road North, Redwither bus stop, a c. 1.9 km walk from the Site and is served by bus service 41. Whilst this distance is beyond typical preferred walking distances, the Travel Plan will include measures to encourage sustainable access including car sharing and cycling.

5.4.2 Bus service 41 is a circular route that begins at Wrexham Bus Station 2, serves the Abbey Road stop, travels in a loop around the industrial estate and then back to Wrexham Bus Station 2. The service is provided twice an hour through the day on weekdays and Saturday, with no service on Sunday. This route is supplemented by bus service 42W, which runs twice in the morning peak on weekdays and Saturday, with no service on Sunday.

5.4.3 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on Arriva Wales's website: https://www.arrivabus.co.uk/find-a-service/41-wrexham-to-wrexham-indistrial-estate.

Rail Accessibility

5.4.4 Wrexham General Rail Station is located within Wrexham City Centre, c. 6.5 km from the Site. This lies outside the recommended distance; however, the station can be accessible by cycle. There is step-free access across the whole station, no ticket office, and cycle storage provision for up to 20 bicycles.

5.4.5 Transport for Wales offers cycle storage on all trains for no extra charge, however these are allocated on a first-come, first served basis. A summary of rail services from the rail station is outlined in **Table 5.1**:

Service	Peak Hourly Frequency		
	Weekday	Saturday	Sunday
Wrexham General – Chester	2	2	2
Wrexham General – Shrewsbury – Wolverhampton – Birmingham New Street	1 per 2 hours	1 per 2 hours	1 per 2 hours
Wrexham General – Shotton	2	2	2
Wrexham General – Gobowen – Cardiff Central	1 per 2 hours	1 per 2 hours	2 in total in the day

Table 5.1 – Summary of Rail Services calling at Wrexham General

5.4.6 The trains that service Wrexham General Rail Station run regularly throughout the week to a number of different locations and residential areas; this provides frequent access for staff of the Site.

5.4.7 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Transport for Wales's website: https://tfw.wales/service-status/timetables.

5.5 Summary

5.5.1 It is considered the site is sufficiently accessible by sustainable modes of transport. The surrounding area exhibits adequate levels of pedestrian and cycling infrastructure, and there are several nearby public transport opportunities.

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6.0 Traffic Forecasting and Highway Impact

6.1 Introduction

6.1.1 This section of the report details the methodology used to predict the demand associated with the proposed development and derive future year traffic flows in order to assess the impact of the site.

6.2 Scope of assessment

6.2.1 The future year operation of the local highway network has been assessed at the following locations.

- **Junction 1 –** Site Access / Bryn Lane**;**
- **Junction 2 –** Bryn Lane / Industrial Estate Road / Ash Road North / Abenbury Way;
- **Junction 3 –** A534 / Industrial Estate Road / Sandy Lane / Borras Hall Lane; and
- **Junction 4 –** Oak Road / Bryn Lane.

6.2.2 The traffic surveys were undertaken on Thursday 4th June 2026 for the weekday AM (06:30-09:30) and PM (16:30-19:30) for the junctions identified above. The surveys comprised turning counts and queue surveys at the above junctions, together with an automatic traffic count and speed survey on Bryn Lane.

6.2.3 The network peak hours have been derived as follows:

- AM: 07:30-08:30; and
- PM: 16:30-17:30.

6.2.4 **Traffic Figures 1 and 2** at the rear of the report show the '2026 Observed' peak hour traffic flows for the AM and PM peaks respectively. All Traffic Figures are provided in **Appendix D**.

6.3 Assessment Scenarios

6.3.1 The following scenarios will be assessed in **Section 7**:

- Opening Year (2031) + Committed Development
- Opening Year (2031) + Committed Development + Development

6.4 Traffic Growth

6.4.1 The impact of the proposed development upon the local road network has been assessed for the 2031 future assessment year.

6.4.2 The 2026 traffic flows have been factored to the 2031 assessment years by the DfT TEMPRO 8.1 program, using the definitive NTEM v8.0 database and the current NTM NRTP 2022 dataset in line with

TAG Uncertainty Toolkit (November 2023). The Wrexham 020 Middle Super Output Area (MSOA) has been selected as the defined area.

6.4.3 These growth factors are presented in **Table 6.1** and the resulting factored traffic flow figures for the 2031 future years can be found in **Traffic Figures 3** to **4**.

Background Traffic Growth Factors			
Base Year	**Forecast Year**	**AM**	**PM**
2026	2031	1.0442	1.0441

Table 6.1 – TEMPRO Growth Factors in 2031

6.5 Committed Developments

6.5.1 In addition to the proposed development, vehicular trips generated by relevant committed developments have been considered as part of the junction capacity assessments on the local highway network.

6.5.2 The following have been identified by WCBC for further consideration as part of this assessment:

Kingmoor Site (Ref: P/2023/0280)

6.5.3 Planning application P/2023/0280 relates to the development of the Kingmoor Site to the north within Wrexham Industrial Estate for employment and logistics uses.

Oak Road (Ref: P/2025/0430)

6.5.4 Planning application P/2025/0430 relates to the development of an employment site to the south within Wrexham Industrial Estate for manufacturing and warehouse uses.

6.5.5 The scale of development and associated trip generation has been reviewed and incorporated within the future baseline traffic flows where it is considered that the development may influence traffic conditions within the defined study area.

6.5.6 The current year AM and PM peak development flows of each of the above committed developments are shown in the above order in **Traffic Figures 7** to **10**. These are then combined into total committed development flows in **Traffic Figures 11** and **12.**

6.5.7 The 2031 AM and PM Base flows (with all committed developments) are shown in **Traffic Figures 13** and **14**.

6.6 Adjacent Kingmoor Site P/2023/0280

6.6.1 The Kingmoor, Wrexham development site is located to the north (Ref: P/2023/0280). This comprised a hybrid planning application with outline planning permission granted (all matters reserved excluding

access) for up to three B8 logistics units totalling approximately 93,019 sqm of floorspace with associated servicing areas, HGV parking and staff car parking. The Kingmoor site will be accessed via a new priority-controlled junction taken from the existing access road, located approximately 50m east of Bryn Lane.

6.6.2 The Kingmoor access has been designed to accommodate articulated HGV movements and includes appropriate carriageway widths and visibility splays. Internally, a central spine road will provide access throughout the consented development, connecting to separate car park and servicing areas for each unit.

6.6.3 The Kingmoor access is located 50m to the east of Bryn Lane in accordance with DMRB junction spacing criteria. The proposed access location also gave cognisance to the potential location of an additional access to the parcel of land that lies to the south of the access road to the Site.

6.6.4 The Kingmoor access proposal would not impede on the provision of access into the proposed Site boundary and supports access via pedestrians to the wider Site.

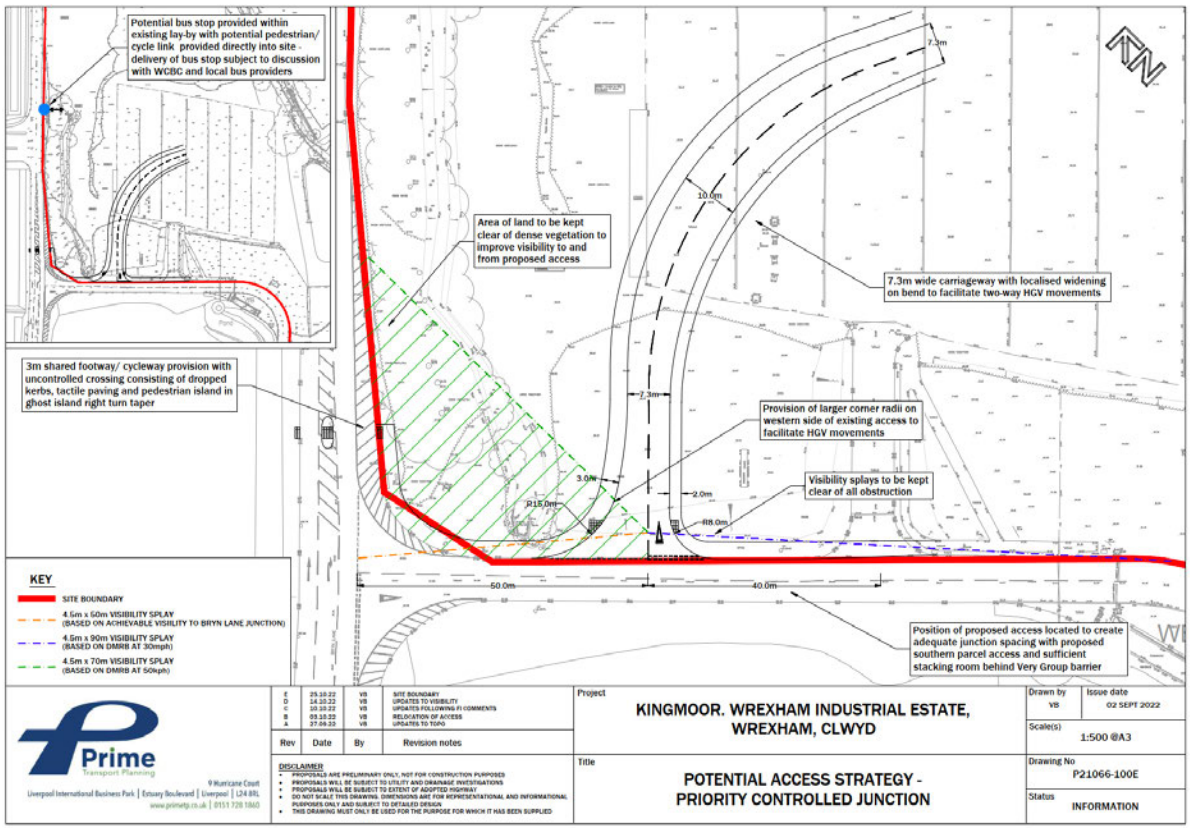


Figure 6.1 – Consented Access Arrangements
(Source: ref: P/2023/0280)

6.7 Trip Generation

Existing

6.7.1 As described in **Section 3**, the Site currently comprises an operational distribution facility associated with the Very Group. The existing site operates 24/7 with two 12-hour shifts: 07:00-19:00 and 19:00-07:00. Deliveries are made by HGVs and predominantly articulated vehicles. All deliveries are pre-booked and vehicle access is currently managed at the gate of the existing site. Waste collection is provided on demand with approximately 2 collections per week.

6.7.2 It is envisaged that the proposed development will operate in a similar manner to the existing distribution facility in terms of hours of operation, frequency of deliveries and employee shift patterns.

Trip Rates

6.7.3 Trip rates for the proposed industrial use have been derived using the TRICS database, which provides nationally recognised trip rate information for a wide range of B2 and B8 land uses.

6.7.4 A review of the TRICS dataset has been undertaken to identify survey sites that reflect comparable operational and locational characteristics to the anticipated industrial activities at the proposed development. The following key selections have been applied:

- Land use category – Employment, Industrial Unit (B2);
  - Gross Floor Area (sqm) – 2,000 to 30,000;
  - Date range – 13/09/1988 to 03/06/2025;
  - Weekend surveys excluded;
  - Selected locations – 'Edge of Town' and 'Free Standing'; and
  - Location subcategories – 'Industrial Zone', 'Out of Town' and 'No Sub Category'.
- Land use category – Employment, Warehousing (Commercial) (B8);
  - Gross Floor Area (sqm) – 2,000 to 50,000;
  - Date range – 05/07/1990 to 16/09/2025;
  - Weekend surveys excluded;
  - Selected locations – 'Edge of Town' and 'Free Standing'; and
  - Location subcategories – 'Commercial Zone', 'Industrial Zone', 'Out of Town' and 'No Sub-Category'.

6.7.5 From the selected Sites, peak-hour and daily vehicle trip rates have been extracted on a gross floor area basis, typically expressed as vehicle trips per 100sqm of GFA. A robust assessment of 80/20 split between B8/B2 has been applied. The proposed development is up to 14,996m^2; therefore, this trip generation assessment has considered a B2 area of 2,999m^2 and a B8 area of 11,997m^2.

6.7.6 These trip rates include arrivals and departures for the AM and PM peak periods and, where relevant, LGVs and HGVs. The derived rates provide a robust basis for assessing the likely trip generation.

6.7.7 The trip rates for the proposed development are set out in **Table 6.2** and **Table 6.3** below:

2,999m² GIA	Trip Rates AM (08:00 – 09:00)			Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	0.545	0.093	0.638	0.080	0.455	0.535
OGVs	0.030	0.024	0.054	0.009	0.010	0.019

Table 6.2 – Peak Hour Trip Rates for Land Use 02 – Employment / C – Industrial Unit

11,997m² GIA	Trip Rates AM (08:00 – 09:00)			Trip Rates PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	0.199	0.068	0.267	0.067	0.191	0.258
OGVs	0.031	0.026	0.057	0.021	0.021	0.042

Table 6.3 – Peak Hour Trip Rates for Land Use 02 – Employment / F – Warehousing (Commercial)

6.7.8 The TRICS reports are provided in **Appendix C**.

6.7.9 The resulted trip generation for the proposed development based on an 80/20 development split are set out in **Table 6.4** and **Table 6.5** below:

2,999m² GIA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	16	3	19	2	14	16
OGVs	1	1	2	0	0	1

Table 6.4 – Peak Hour Trip Generation for Land Use 02 – Employment / C – Industrial Unit
Note: numbers may not add up due to rounding

11,997m² GIA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	24	8	32	8	23	31
OGVs	4	3	7	3	3	5

Table 6.5 – Peak Hour Trip Generation for Land Use 02 – Employment / F – Warehousing (Commercial)
Note: numbers may not add up due to rounding

6.7.10 The resulted trip generation for the proposed development based on an 80/20 development split are set out in **Table 6.6** below:

Up to 14,996m² GIA	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total

Total Vehicles	40	11	51	10	37	47
OGVs	5	4	8	3	3	6

Table 6.6 – Peak Hour Trip Generation for Total Proposed Development

Note: numbers may not add up due to rounding

6.7.11 The number of vehicle trips generated by the proposed development equates to 51 and 47 two-way movements respectively in the typical AM and PM peak periods. Of these, 8 and 6 would be OGVs respectively. This has been incorporated with the turning proportions to produce traffic flows within **Traffic Figures 15** and **16**.

6.8 Trip Distribution and Assignment

6.8.1 The distribution of development traffic across the local and strategic highway network has been undertaken using the methodology consistent with that previously accepted for the Kingmoor site (Ref: P/2023/0280).

Light Vehicles

6.8.2 Light vehicle trips (cars and light goods vehicles) will be distributed using 2011 Census Method of Travel to Work (MTW) data for the relevant Middle Layer Super Output Areas (MSOAs), with the Site defined as the workplace destination. 2011 Census data remains the most robust dataset for journey to work patterns.

6.8.3 **Table 6.7** shows the output of 2011 Census data for Wrexham 020 MSOA.

Origin/ Destinations (Local Authorities)	Proportion in %
Wrexham	67%
Flintshire	12%
Cheshire West and Chester	7%
Shropshire	4%
Denbighshire	2%
Wirral	1%
Cheshire East	1%
Conwy	1%
Halton	1%
Warrington	1%
Others	4%

Table 6.7 – 2011 Census Method of Travel to Work Data – Wrexham 020 MSOA

6.8.4 It is shown in **Table 6.7** that around two-third (67%) of employees live locally within Wrexham, followed by Flintshire (12%) and Cheshire West and Chester (7%), the remaining employees lives in Shropshire,

Denbighshire, Wirral, Cheshire East, Conwy, Halton, Warrington and other local authorities further afield.

6.8.5 This approach identifies the likely residential origins of employees travelling to the Site and therefore provides an appropriate basis for forecasting staff travel patterns.

6.8.6 The derived trip distribution in **Table 6.7** has been assigned to the local highway network using web-based route planning software (such as Google Maps), which identifies the most likely routes between the identified origin zones and the Site. This approach reflects typical commuting patterns within the surrounding area and has previously been used for developments within Wrexham Industrial Estate.

Heavy Goods Vehicles

6.8.7 Heavy goods vehicle (HGV) movements have been distributed separately to reflect the operational characteristics of logistics uses and the strategic nature of HGV routing.

6.8.8 It is assumed that HGVs associated with the development will access the strategic highway network via the Industrial Estate Road, travelling primarily to and from the north toward the A534 / A5156 corridor and the A483 trunk road.

6.8.9 The proportion of HGV trips assigned to each route will reflect the relative flow levels recorded at these count locations, ensuring that the distribution reflects existing movement patterns on the surrounding strategic network.

6.8.10 A summary of the projected traffic Census distribution is provided in **Traffic Figure 5** and **6** at the rear of this report illustrates the percentages of the traffic that passes through the assessed junctions, assigning traffic to each of the arms.

7.0 Capacity Assessments

7.1 Introduction

7.1.1 As part of this TA, the future year operation of the local highway network has been assessed at the following locations.

- **Junction 1** – Site Access / Bryn Lane;
- **Junction 2** – Bryn Lane / Industrial Estate Road / Ash Road North / Abenbury Way;
- **Junction 3** – A534 / Industrial Estate Road / Sandy Lane / Borras Hall Lane; and
- **Junction 4** – Oak Road / Bryn Lane.

7.1.2 The above junctions operating under priority control have been modelled utilising TRL's JUNCTIONS program, using the PICADY model for T-junctions and ARCADY model for roundabouts. Modelled queues have been validated against the queue surveys.

7.1.3 JUNCTIONS results refer to the Ratio of Flow to Capacity (RFC), delay and queue length predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity.

7.1.4 The results from the junction assessments are shown in the following section and the relevant junction modelling output reports are attached in **Appendix E** to the rear of this report.

7.2 Junction 1 – Site Access / Bryn Lane Priority Junction

7.2.1 **Table 7.1 and 7.2** presents a summary of the PICADY results for peak flows during the 2026 Observed and 2031 Base, Base + Development.

Lane Descriptor	2026 Observed			
	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Site Access (left turn)	0.01	0.0	0.01	0.0
Site Access (right turn)	0.02	0.0	0.01	0.0
Bryn Lane (right turn)	0.19	0.2	0.51	1.1

Table 7.1 – Bryn Lane Priority Junction '2026 Observed Scenario'

Lane Descriptor	2031 Base				2031 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Site Access (left turn)	0.03	0.0	0.05	0.1	0.03	0.0	0.06	0.1
Site Access (right turn)	0.15	0.2	0.26	0.4	0.18	0.2	0.35	0.6
Bryn Lane (right turn)	0.20	0.3	0.55	1.3	0.21	0.3	0.55	1.3

Table 7.2 – Bryn Lane Priority Junction '2031 Scenarios'

7.2.2 **Table 7.1** confirms that this junction operates within capacity in the observed scenario. **Table 7.2** also shows that the Site Access / Bryn Lane priority junction is predicted to operate well within practical capacity in the 2031 future year scenario, with or without the development in place.

7.3 Junction 2 – Bryn Lane / Industrial Estate Road / Ash Road North / Abenbury Way Roundabout

7.3.1 **Table 7.3 and 7.4** presents a summary of the PICADY results for peak flows during the 2026 Observed and 2031 Base, Base + Development.

Lane Descriptor	2026 Observed			
	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Bryn Lane	0.23	0.3	0.28	0.4
Ash Road North	0.14	0.2	0.59	1.6
Abenbury Way	0.14	0.2	0.47	1.0
Industrial Estate Road	0.68	2.3	0.22	0.3

Table 7.3 – Bryn Lane Roundabout '2026 Observed Scenario'

Lane Descriptor	2031 Base				2031 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Bryn Lane	0.33	0.5	0.36	0.6	0.34	06	0.38	0.7
Ash Road North	0.15	0.2	0.65	2.0	0.15	0.2	0.66	2.1
Abenbury Way	0.15	0.2	0.53	1.2	0.15	0.2	0.54	1.3

Industrial Estate Road	0.74	3.1	0.25	0.4	0.75	3.3	0.26	0.4

Table 7.4 – Bryn Lane Roundabout '2031 Scenarios'

7.3.2 **Table 7.3** confirms that this junction operates within capacity in the observed scenario. **Table 7.4** also shows that the Bryn Lane / Industrial Estate Road / Ash Road North / Abenbury Way Roundabout is predicted to operate well within practical capacity in the 2031 future year scenario, with or without the development in place.

7.4 Junction 3 – A534 / Industrial Estate Road / Sandy Lane / Borras Hall Lane Roundabout

7.4.1 **Table 7.5 and 7.6** presents a summary of the PICADY results for peak flows during the 2026 Observed and 2031 Base, Base + Development.

Lane Descriptor	2026 Observed			
	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Borras Hall Lane	0.20	0.3	0.02	0.0
A534 Wrexham Road (E)	0.62	1.8	0.38	0.7
Industrial Estate Road	0.19	0.3	0.64	1.9
Sandy Lane	0.05	0.1	0.06	0.1
A534 Wrexham Road (W)	0.68	2.3	0.31	0.5

Table 7.5 – A534 Roundabout '2026 Observed Scenario'

Lane Descriptor	2031 Base				2031 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Borras Hall Lane	0.27	0.4	0.02	0.0	0.29	0.4	0.02	0.0
A534 Wrexham Road (E)	0.74	3.0	0.42	0.8	0.77	3.5	0.42	0.8
Industrial Estate Road	0.22	0.3	0.71	2.7	0.22	0.3	0.72	2.9
Sandy Lane	0.05	0.1	0.08	0.1	0.05	0.1	0.08	0.1
A534 Wrexham Road (W)	0.73	3.0	0.35	0.6	0.74	3.1	0.36	0.6

Table 7.6 – A534 Roundabout '2031 Scenarios'

7.4.2 **Table 7.5** confirms that this junction operates within capacity in the observed scenario. **Table 7.6** also shows that the A534 / Industrial Estate Road / Sandy Lane / Borras Hall Lane Roundabout is predicted to operate within practical capacity in the 2031 future year scenario, with or without the development in place.

7.5 Junction 4 – Bryn Lane / Oak Road Priority Junction

7.5.1 **Table 7.7 and 7.8** presents a summary of the PICADY results for peak flows during the 2026 Observed and 2031 Base, Base + Development.

Lane Descriptor	2026 Observed			
	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Bryn Lane (left turn)	0.19	0.3	0.11	0.1
Bryn Lane (right turn)	0.16	0.2	0.14	0.2
Oak Road (right turn)	0.10	0.1	0.28	0.4

Table 7.7 – Bryn Lane / Oak Road Priority Junction '2026 Observed Scenario'

Lane Descriptor	2031 Base				2031 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Bryn Lane (left turn)	0.21	0.3	0.13	0.2	0.21	0.3	0.14	0.2
Bryn Lane (right turn)	0.18	0.2	0.17	0.2	0.18	0.2	0.17	0.2
Oak Road (right turn)	0.12	0.1	0.31	0.5	0.13	0.2	0.31	0.5

Table 7.8 – Bryn Lane / Oak Road Priority Junction '2031 Scenarios'

7.5.2 **Table 7.7** confirms that this junction operates within capacity in the observed scenario. **Table 7.8** also shows that the Bryn Lane / Oak Road priority junction is predicted to operate well within practical capacity in the 2031 future year scenario, with or without the development in place.

8.0 Summary and Conclusions

8.1 Summary and Conclusions

8.1.1 Curtins has been appointed by Elite Onyx Properties (UK) SARL to provide transport and highways advice in relation to an outline planning application for an industrial site in Wrexham (the Site). All matters would be reserved, excluding access.

8.1.2 This TA has been prepared to inform Highway Officers at WCBC, as the LHA, adjoining landowners and occupiers and community consultees, of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

8.1.3 This TA demonstrates that the proposed development is in line with national and local transport policies and guidance.

8.1.4 A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

8.1.5 The existing vehicular access arrangement to the Site will be retained. Whilst exact details of the proposed site layout and parking facilities are still to be determined. Relevant principles of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.

8.1.6 The Site is accessible by sustainable modes of transport. The surrounding area exhibits some pedestrian and cycling infrastructure, and there are proposals to enhance walking and cycling infrastructure that will be delivered by the nearby consented Kingmoor development (Ref: P/2023/0280). There are several public transport opportunities in the vicinity of the Site.

8.1.7 The traffic impact assessment shows that all of the junctions in the vicinity of the site are forecast to operate within practical capacity without and with the proposed development. The impact of the development traffic passing through the junctions is minor and it is reasonable to conclude that the impact is not significant or severe in the context of the NPPF.

8.1.8 Additionally, measures are proposed in the accompanying Framework Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

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