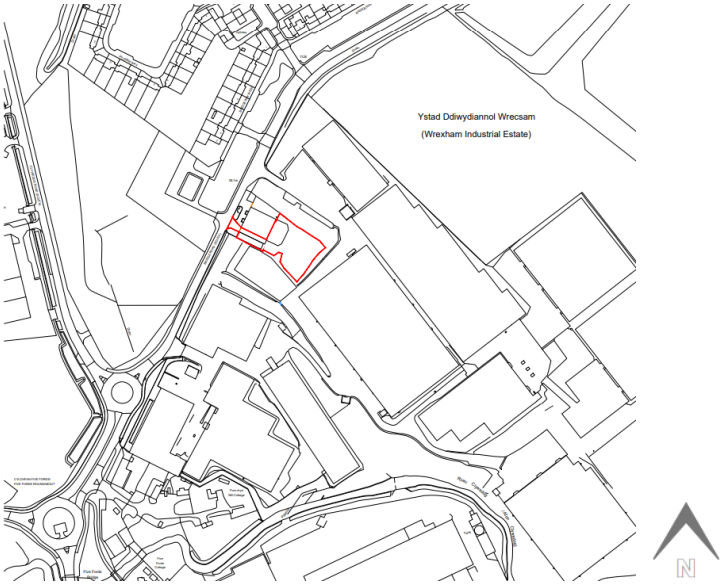
1. Introduction

1.1 This document reviews the highway elements relating to a retrospective planning application for a proposed change of use to containerised self-storage (Cuboid Self Storage) on a site off Bridge Road South, Wrexham, and in particular the highway comments raised by Wrexham Council in their response documents dated 20/05/2026 and 22/05/2026. The site in its location context is detailed below in Figure 1.

FIGURE 1. SIGN LOCATION



1.2 The comments raised by Wrexham Council, Technical are detailed in Appendix A.

2. Existing Conditions

Existing and Adjacent Site

2.1 The existing site layout shows the land comprises open hardstanding with established boundaries and no permanent buildings. Topography across the site is level, and the existing site access is to the south of the Elite Travel/Castle Mews Carpets & Furniture building only and through its forecourt at the southern end onto Bridge Road South, which is in the ownership of the applicant.

2.2 The access to the development site is gated and closed at all times, and where entry is only possible for users of the site.

2.3 The Elite Travel/Castle Mews Carpets & Furniture building which is now outside the red line boundary area has a floor area totalling c.870m^2 and where the forecourt area can accommodate up to c.11 car parking spaces. Applying Wrexham Council's Local Planning Guidance Note No. 16 (July 2018), for general industrial use indicates that c.17 parking bays are required here. However, it is noted that the hardstanding area to the north of the Elite Travel/Castle Mews Carpets & Furniture building can be used as an overflow parking area.

Highway Network

2.4 Bridge Road South passing the development site comprises a 2-lane single carriageway c.6.5m wide, kerbed on both sides, and with a soft verge running along its eastern edge and pedestrian cycle facilities running along its western edge. The road in this area has street lighting and operates under a 30mph speed limit.

2.5 A review of the collision history at the above junction over a five year to 2025 inclusive indicates that there were no collisions in Bridge Road South passing the site, as detailed in Appendix A.

FIGURE 1. PERSONAL INJURY COLLISION RECORDS



Source: https://crashmap.co.uk/Search

2.6 The road traffic statistics database indicates that traffic flows on Bridge Road South near the site access peak at c.550 vehicles two-way per hour. and lower outside the peak periods.

2.7 Visibility at the site access onto Bridge Road South is considered adequate however this is on the basis that no vehicle is parked in the forecourt area adjacent to the access, and less than 2.0m from the kerbs along Bridge Road South.

2.8 Overall, it is considered that Bridge Road South passing the development site access provides safe operating conditions for existing vehicle users.

3. Proposed Development

3.1 The proposal delivers a dedicated containerised self-storage facility operated by Cuboid Self Storage Ltd. This comprises of 86 × 20ft containers (1,161m^2) and retention of the existing site access, with internal circulation optimized for cars, vans and small rigid vehicles.

3.2 The development is not considered to fall under the B8 commercial storage and distribution use but more in keeping with a sui generis class.

3.3 The proposed layout utilizes the hard standing efficiently, allowing separate but co-existing uses for vehicle and containerised storage. Security, functionality, and separation of customer and service areas are key design priorities.

3.4 The proposed development layout is detailed in Appendix B

Access Visibility

3.5 To ensure that the require visibility is available at the access onto Bridge Road South, vehicles within the forecourt to the Elite Travel/Castle Mews Carpets & Furniture building are to be prohibited from parking within 2m from the kerb edge along Bridge Road South. To enforce this, the affected area should be kerbed off or bollards provided

Traffic Generation

3.6 The operation of a development of this nature is such that there are unlikely to be members of staff on site, with customers visiting the site on an irregular basis to

access their storage area/container. As there are no comparable sites available within the TRICS Online Database, it is considered appropriate to use the trip generation of comparator sites.

3.7 Via Solutions has been provided with Bluetooth data for entries into 7 existing container storage sites and offering a similar type of service/type of unit. The data is recorded using tap in/out to access the security gates and is therefore accurate. It includes the number of units at each site, the total number of trips to and from the sites on a given date, and the total number of days surveyed for each site. The entries were recorded between 06:44 and 21:56 with no major distinguishable peak in demand.

3.8 This data has been filtered into total weekday trips and number of weekdays surveyed at each site. An average number of trips per day and daily trip rate per unit has then been derived from this data. Details of both the raw data and our calculations can be found in Appendix C and a summary of this data is shown in the Table1 below:

TABLE 1. SURVEYED TRIPS & TRIP RATES

	Chorley	Bolton	Cwmbran	Hull	Runcorn	Widnes	Average
Weekdays Surveyed	20	21	21	22	21	22	19
No. Units	180	42	68	30	35	120	79
Total Surveyed Trips	399	244	445	91	88	492	255
Average Trips per day	20.0	11.6	21.2	4.14	4.19	22.4	13.9
Daily Trip Rate (per unit)	0.111	0.277	0.312	0.138	0.120	0.186	0.191

3.9 The average daily trip rate of the sites was 0.191 trips per unit. This can be applied to the number of storage units provided on the proposed development to predict the number of daily two-way trips generated by the site. It is predicted the proposed site will generate 17 daily two-way trips based, based on 86 proposed storage units.

3.10 Given that the data was collected over c. 10 hours with no identifiable peak it is anticipated that the trips to / from site are distributed evenly throughout the day. This equates to around 2 two-way trips to / from site an hour. The trip generation will comprise cars and LGV's' given the scale of the unit's larger vehicles are not anticipated. This also indicates that indicates that a low level of parking bays will be required on site.

3.11 In support of the above assessment, the 2025 Self Storage UK Annual Report includes research on the traffic impact of self-storage sites, an extract of the report is provided in Appendix D. The usage patterns and visit frequency to the storage unit is as follows:

- 30% visit less than 3 times a year
- 23% visit 3–6 times a year
- 27% monthly visits
- 19% weekly visits
- 8% visit more than once a week
- 2% visit once or more a day

3.12 On the basis that 2% visit daily indicates that the proposed storage units will generate not less than (86 x 0.2 x 2) = 4 two-way trips per day.

3.13 It was also reported that 76% of personal (domestic) customers access their unit monthly or less.

3.14 Further, it is considered that all users will travel by vehicle, with little opportunity to do so by other modes of travel.

3.15 Given the above, overall, the level of traffic expected is minimal and have no more impact than the daily fluctuation in traffic on Bridge Road South.

Parking Provision and Servicing

3.16 The adopted vehicular parking standards are set out in Wrexham Council's Local Planning Guidance Note No. 16 (July 2018). There are no parking standards that are applicable to this type of development, therefore the parking provision has been estimated based on operational requirements.

3.17 As set out under the heading Traffic Generation in this note, the traffic generation of the site is low, which will impact the demand for parking on the site.

3.18 The development layout will include a provision of 3 car parking spaces, of which 1 space is for those with limited mobilities. This accounts for the maximum anticipated demand of 1 vehicle at any time plus 1 designated disabled bay in accordance with Wrexham Council's parking guidance.

3.19 This demonstrates that the proposed development can accommodate parking demand on site without any demand for parking off site, and will have no impact on current arrangements in the forecourt associated with the Elite Travel/Castle Mews Carpets & Furniture building.

3.20 The development will provide a total of 2 cycle parking spaces located within the parking area on site, in the form of a Sheffield stand.

3.21 It is not anticipated the site will generate refuse so refuse / servicing collection will be from within the site by private collection on an ad hoc basis if needed.

4. Summary and Conclusions

4.1 Via Solutions has been appointed to reviews the highway elements relating to a retrospective planning application for a proposed change of use to containerised self-storage (Cuboid Self Storage) on a site off Bridge Road South, Wrexham, and in particular the highway comments raised by Wrexham Council in their response documents dated 20/05/2026 and 22/05/2026.

4.2 A review of the parking requirements for the proposed development and the existing adjacent Elite Travel/Castle Mews Carpets & Furniture building indicates that they have sufficient parking bays and hardstanding area to accommodate operational needs.

4.3 Visibility at the access onto Bridge Road South should not be hampered by parked vehicles in the forecourt, close to the kerb edge running along Bridge Road South.

APPENDICES

APPENDIX A: Wrexham Council Highway Comments

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Matthew Roberts
Our Ref:	ET/DC/DB/P/2025/0894 Response 2	**Your Ref:**	P/2025/0894
Date:	22/5/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I LEOLI CYNWYSYDDION LLONGAU I FFURFIO HUNAN-STORIO MEWN CYNWYSYDDION A GWAITH CYSYLLTIEDIG / CHANGE OF USE OF LAND TO SITE SHIPPING CONTAINERS TO FORM CONTAINERISED SELF STORAGE AND ASSOCIATED WORKS
LOCATION: LAND OFF, BRIDGE ROAD SOUTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9SQ

I refer to your consultation / email dated 05/12/2025 in respect of the above.

Further to the LHA initial response below, a revisit when passing the site demonstrated the variety of businesses using the premises as follows:

- J and L Elite Travel
- Castle Mews Carpets and Furniture
- Cuboid Self Storage
- There are still Ford Mustang's parked to the side, so clarity on this business would be appreciated please.

Can the applicant expand on parking allocation and size in m2 of each of the above businesses, then refer to LPG16 for the total parking allocation when preparing a response?

I have left the initial response in as below, in italics for ease of reference.

KWEdwards

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

Appendices:
Appendix A: *LHA response: 20/05/2026:*

The above application relates to the provision of 86nr shipping containers, noted as providing 1161m2 of B8 storage space. Applying LPG16 guidance for B8 usage this suggests 12nr car park spaces should be provided, of which 10% (1nr) should be to mobility standards. B8 usage requires 1 car per 100m2 gross floor space. We have simply included for the containers, not circulation space. Given the relatively unsustainable location away from the city centre, the LHA consider maximum parking provisions should be made to maximum provision, unless mitigation can be

provided. It is considered unlikely that many would walk to the site from their home or place of work. Pentre Maelor.

***An amended drawing is required**, to include for such provision plus making reference to cycle parking, also in accordance with LPG16 (1 space per 1000m2)*

It is noted that the front car parking spaces are regularly occupied by American sports cars suggesting there are other uses on the site.

***The applicant is required to provide amended plans** to incorporate reference to other shared uses on the site, with floor areas and incorporate these into the proposed plans and ratios of parking in accordance with LPG16.*

Other matters:
The double access at the front permits entry and egress in a forward gear, and the visibility splays along Bridge Road South are more than adequate for the 30mph stretch fronting the site. The Geometry of the access is considered adequate. It is noted this application is retrospective.

Appendix B:

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:

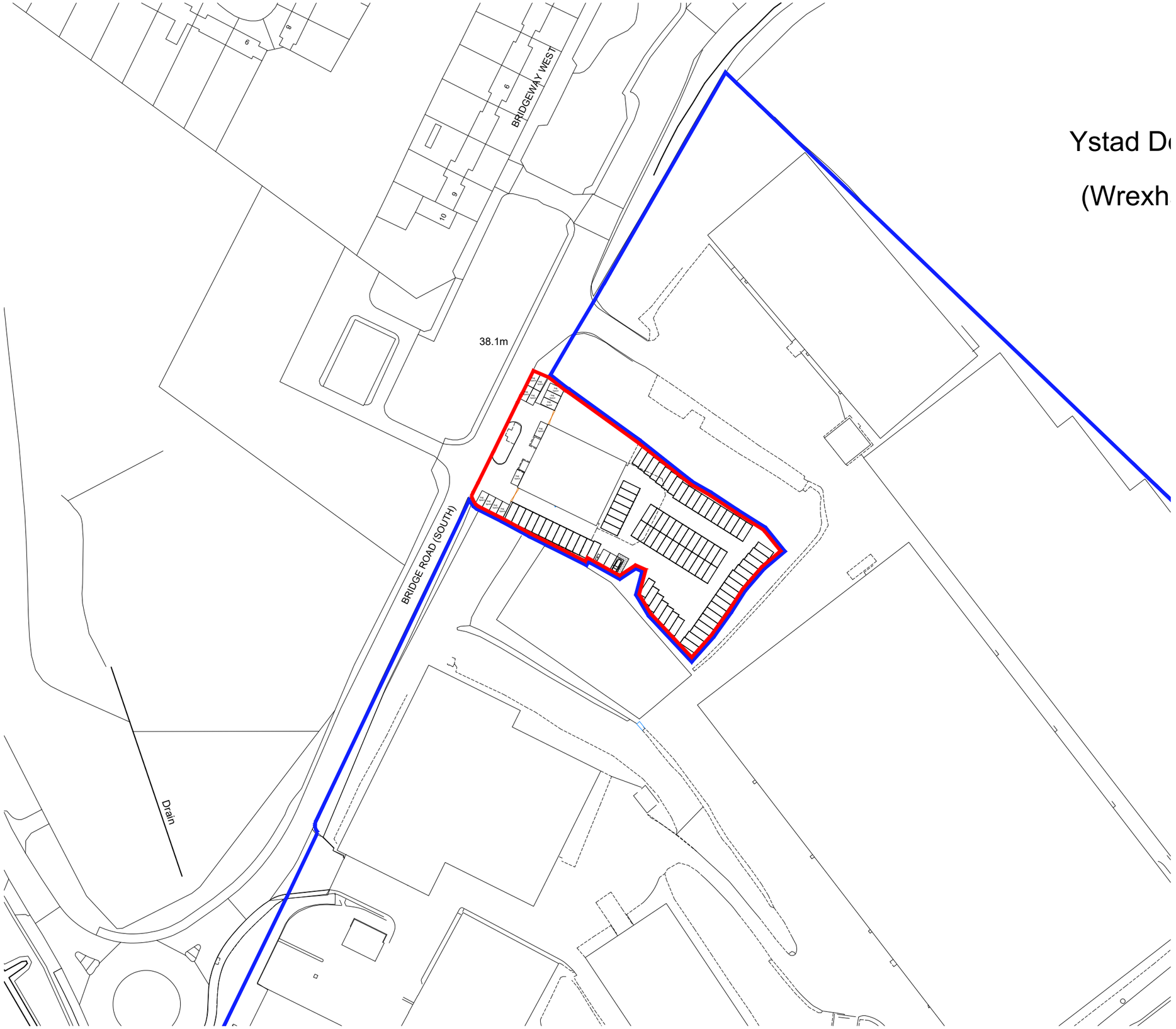
1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant 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 184/171 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.

APPENDIX B: Development Layout



Ystad D

(Wrexh

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Scale Bar:

0 10 25 50

1:1250

North Point:

N

Revision	Date	Description	Checked
A	29/10/25	Layout amended to suit client's comments.	JT
B	20/07/26	Existing parking arrangements for existing units shown as requested by Highways consultee.	JT

Site Information:

Application Area: 3,961m²/ 0.987 Acres

Container Schedule:

86 x 20ft Storage Containers (1,161m²)

2 x Standard Car Parking Spaces
1 x Accessible Spaces (Min 5%)
2 x Cycle Spaces (1 x Sheffield Hoop)

Existing Car Parking Schedule:

13 x Standard Car Parking Spaces

DOMUS architecture

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W: domusarchitecture.co.uk

Project:
Containerised Self Storage Development

Site Address:
Wrexham Industrial Estate, Bridge Road South,
Wrexham LL13 9SQ

Client:
Cuboid Self Storage Ltd

Title:
Site Layout As Proposed

Date:	Scale:	Checked:
October 2025	1:1250 @ A3	JT
Project: 2152	Dwg No: A1-03	Revision: B

APPENDIX C: Self Storage Trip Data

	In and out hits	Customer visits
22/03/2026	17	9
21/03/2026	24	12
20/03/2026	50	25
19/03/2026	36	18
18/03/2026	24	12
17/03/2026	45	23
16/03/2026	40	20
15/03/2026	22	11
14/03/2026	25	13
13/03/2026	34	17
12/03/2026	24	12
11/03/2026	49	25
10/03/2026	41	21
09/03/2026	63	32
08/03/2026	29	15
07/03/2026	21	11
06/03/2026	35	18
05/03/2026	40	20
04/03/2026	41	21
03/03/2026	23	12
02/03/2026	45	23
01/03/2026	18	9
28/02/2026	29	15
27/02/2026	33	17
26/02/2026	62	31
25/02/2026	28	14
24/02/2026	42	21
23/02/2026	43	22
22/02/2026	16	8
21/02/2026	24	12

Chorley	
units	180
<u>all</u>	
days	30
total	512
ave	17
rate	0.09
<u>weekday</u>	
days	20
total	399
ave	20
rate	0.11

Date	Time
20th April 2026	3:01 PM
20th April 2026	2:17 PM
20th April 2026	1:56 PM
20th April 2026	1:44 PM
20th April 2026	9:47 AM
19th April 2026	3:34 PM
19th April 2026	3:04 PM
19th April 2026	2:41 PM
19th April 2026	1:57 PM
19th April 2026	12:34 PM
19th April 2026	11:48 AM
19th April 2026	10:39 AM
19th April 2026	10:07 AM
18th April 2026	12:58 PM
18th April 2026	10:35 AM
18th April 2026	10:11 AM
18th April 2026	10:11 AM
17th April 2026	7:04 PM
17th April 2026	5:14 PM
17th April 2026	4:07 PM
17th April 2026	2:18 PM
17th April 2026	2:04 PM
17th April 2026	10:47 AM
17th April 2026	9:16 AM
17th April 2026	9:10 AM
17th April 2026	8:44 AM
16th April 2026	6:47 PM
16th April 2026	6:31 PM
16th April 2026	12:48 PM
16th April 2026	11:55 AM
16th April 2026	11:28 AM
16th April 2026	9:18 AM
16th April 2026	9:13 AM
16th April 2026	8:27 AM
16th April 2026	8:00 AM
15th April 2026	4:02 PM
15th April 2026	1:14 PM
15th April 2026	12:01 PM
15th April 2026	11:53 AM
15th April 2026	11:28 AM
15th April 2026	11:18 AM

Bolton

units	42
<u>all</u>	
days	30
total	296
ave	10
rate	0.23
<u>weekday</u>	
days	21
total	244
ave	12
rate	0.28

15th April 2026	11:11 AM
15th April 2026	10:20 AM
15th April 2026	10:05 AM
15th April 2026	9:51 AM
15th April 2026	8:47 AM
14th April 2026	6:35 PM
14th April 2026	6:23 PM
14th April 2026	3:39 PM
14th April 2026	1:32 PM
14th April 2026	1:25 PM
14th April 2026	12:38 PM
14th April 2026	12:22 PM
14th April 2026	12:15 PM
14th April 2026	12:00 PM
14th April 2026	11:23 AM
14th April 2026	10:57 AM
14th April 2026	10:50 AM
14th April 2026	10:29 AM
14th April 2026	10:17 AM
14th April 2026	9:59 AM
14th April 2026	9:06 AM
13th April 2026	1:56 PM
13th April 2026	1:03 PM
13th April 2026	12:01 PM
13th April 2026	11:54 AM
13th April 2026	10:04 AM
13th April 2026	9:38 AM
13th April 2026	8:00 AM
12th April 2026	4:18 PM
12th April 2026	1:08 PM
12th April 2026	12:02 PM
11th April 2026	3:24 PM
11th April 2026	3:03 PM
10th April 2026	1:38 PM
10th April 2026	1:36 PM
10th April 2026	1:27 PM
10th April 2026	12:18 PM
10th April 2026	10:19 AM
10th April 2026	10:15 AM
10th April 2026	9:39 AM
10th April 2026	9:35 AM
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10th April 2026	9:00 AM
10th April 2026	8:00 AM
9th April 2026	2:38 PM
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9th April 2026	10:40 AM
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8th April 2026	4:00 PM
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8th April 2026	10:24 AM
8th April 2026	10:06 AM
8th April 2026	10:00 AM
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7th April 2026	2:06 PM
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7th April 2026	10:44 AM
7th April 2026	10:30 AM
7th April 2026	9:49 AM
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5th April 2026	1:15 PM
5th April 2026	1:04 PM
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5th April 2026	10:35 AM
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1st April 2026	11:53 AM
1st April 2026	11:53 AM
1st April 2026	11:53 AM
1st April 2026	11:53 AM
1st April 2026	11:52 AM
1st April 2026	11:43 AM
1st April 2026	11:18 AM
1st April 2026	9:42 AM
1st April 2026	9:21 AM
1st April 2026	8:41 AM
1st April 2026	8:22 AM
1st April 2026	8:13 AM

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31st March 2026	2:22 PM
31st March 2026	2:22 PM
31st March 2026	2:11 PM
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31st March 2026	2:11 PM
31st March 2026	2:11 PM
31st March 2026	2:10 PM
31st March 2026	12:09 PM
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26th March 2026	9:56 AM
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26th March 2026	8:47 AM
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24th March 2026	12:32 PM
24th March 2026	12:21 PM
23rd March 2026	12:48 PM
23rd March 2026	11:00 AM
23rd March 2026	10:53 AM
23rd March 2026	9:59 AM
23rd March 2026	9:45 AM
23rd March 2026	9:33 AM
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22nd March 2026	1:23 PM
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22nd March 2026	11:49 AM
22nd March 2026	11:34 AM
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20th April 2026	Cwmbran	
20th April 2026	units	68
20th April 2026		
20th April 2026	all	
20th April 2026	days	30
20th April 2026	total	573
20th April 2026	ave	19
20th April 2026	rate	0.28
20th April 2026		
20th April 2026	weekday	
20th April 2026	days	21
20th April 2026	total	445
20th April 2026	ave	21
20th April 2026	rate	0.31
20th April 2026		
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21st April 2026		
21st April 2026	Hull	
21st April 2026	units	30
21st April 2026		
20th April 2026	all	
20th April 2026	days	27
20th April 2026	total	109
20th April 2026	ave	4
20th April 2026	rate	0.13
20th April 2026		
17th April 2026	weekday	
17th April 2026	days	22
17th April 2026	total	91
17th April 2026	ave	4
16th April 2026	rate	0.14
16th April 2026		
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19th April 2026	Runcorn		
19th April 2026	Units =	35	
19th April 2026			
19th April 2026	weekday		
19th April 2026	days	21	
19th April 2026	total	88	
19th April 2026	ave	4	
19th April 2026	rate	0.12	
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21st April 2026	Widness		
21st April 2026	Units =		120
21st April 2026			
21st April 2026		<u>weekday</u>	
21st April 2026		days	22
21st April 2026		total	492
21st April 2026		ave	22
21st April 2026		rate	0.19
20th April 2026			
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Surveyed Trip Rates + Predicted Daily Traffic Generation

No. Proposed units= 161

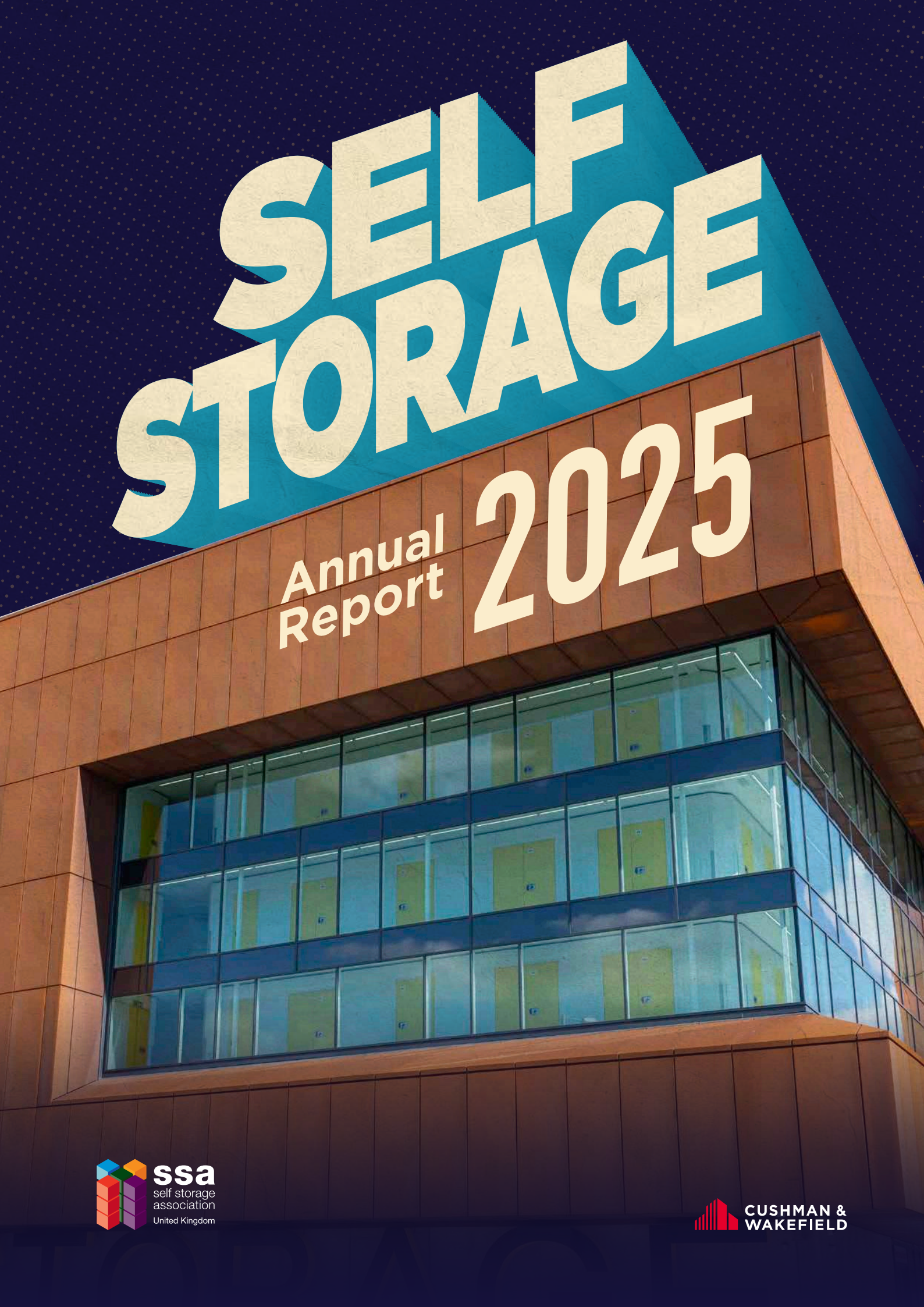
	Chorley	Bolton	Cwmbran	Hull	Runcorn	Widness	Average
No. weekdays	20	21	21	22	21	22	21
Total surveyed trips	399	244	445	91	88	492	293
Average trips per day	20.0	11.6	21.2	4.14	4.19	22.4	13.9
Daily Trip rate (per unit)	0.111	0.277	0.312	0.138	0.120	0.186	0.191

Predicted daily Traffic 31

APPENDIX D: 2025 Self Storage UK Annual Report

SELF STORAGE

Annual Report 2025



ssa
self storage association
United Kingdom

CUSHMAN & WAKEFIELD



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01 Introduction & Methodology

This is the eighteenth year the Self Storage Association UK (SSA UK) has produced an annual industry report and the tenth year it has been supported by Cushman and Wakefield.

Their extensive experience in valuing self storage properties around the world, as well as knowledge of the broader property market, has further added to the valuable information in this report. The economic overview provided by Cushman & Wakefield included in the report also gives context to the achievements of the industry. This report covers all viewpoints of the industry, collecting data from operators, customers and the general public, making it one of the most comprehensive reports on a self storage market in the world.

