Car Hire Ltd

Proposed Vehicle Storage and Maintenance Unit, Abenbury Way, Wrexham

Technical Note

3705224

DYNAMIC TRANSPORT PLANNING

JUNE 2024

Note Details

Report Number:	3705224-TN
Report Title:	Technical Note, Proposed Vehicle Storage and Maintenance Unit, Abenbury Way, Wrexham
Client:	Car Hire Ltd
Date:	26 June 2024
Status:	-

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1 Introduction

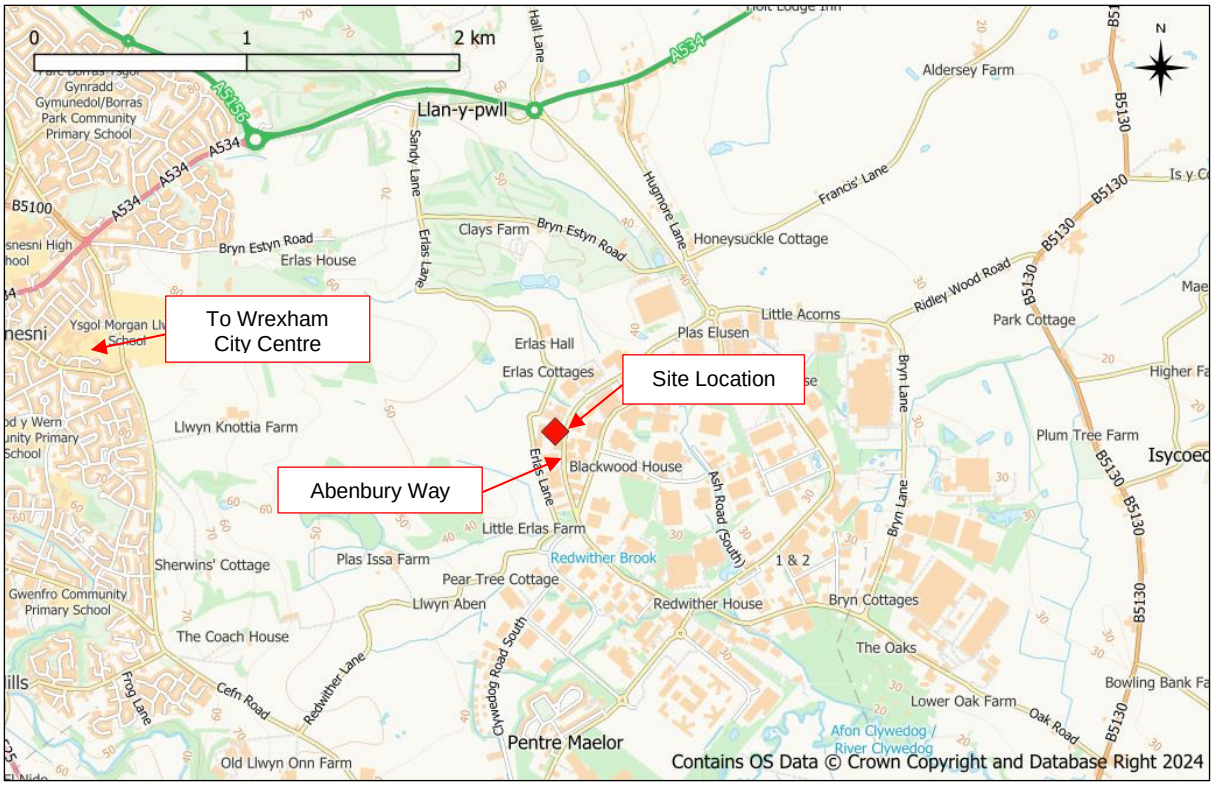
General

1.1 Dynamic Transport Planning Ltd is instructed by Car Hire (Day of Swansea) Ltd to advise on the anticipated highways and transportation considerations associated with a retrospective application to allow for vehicle storage and distribution for commercial hire at Unit 26, Abenbury Way, Wrexham.

1.2 The application site currently comprises of an industrial unit located to the north-east of Wrexham Industrial Estate, approximately 4km north-west of Wrexham City Centre.

1.3 The location of the site is illustrated at **Figure 1.1**:

Figure 1.1 – Site Location Plan



1.4 Since 2017, the existing site has been operating as a commercial vehicle hire centre, with on-site vehicle storage, valet and ancillary office facilities. This Technical Note (TN) supports a retrospective application for a change of use in order to regularise operations on the site.

1.5 Therefore, this TN has been produced in order to advise Wrexham County Borough Council (WCBC) as the Local Planning and Highway Authority on the transport planning considerations associated with the proposals.

2 Existing Conditions

General

2.1 This section details the existing operation of the site and the surrounding highway network in the context of the development proposals.

Site Location and Access Detail

2.2 The proposed site currently comprises a commercial vehicle hire centre, inclusive of valeting area and ancillary offices, with an approximate Gross Floor Area (GFA) of 425m^2. Areas of hardstanding are located adjacent to the north and east of the building, which are currently used for the informal storage of vehicles associated with the site and staff car parking.

2.3 The existing site operates as a vehicle hire centre with the existing vehicle storage area used for stock, which is then distributed to customers for hire.

2.4 The site is bounded by commercial/industrial units to the north, west and south, with Abenbury Way running along the eastern boundary of the site. The wider area surrounding the site comprises Wrexham Industrial Estate, with undeveloped land to the west of the site.

2.5 Access towards the site is taken off Abenbury Way at a priority access junction. Further access to the site is taken via informal priority-controlled junctions to the north and north-east of the existing building.

Surrounding Highway Network

2.6 The site is accessed off Abenbury Way, which is formed of a single carriageway, running in a general north-west/south-east direction within the vicinity of the site. To the north of the site the road connects to Bryn Lane and Industrial Estate Road at a three-armed roundabout junction. To the south of the site the road becomes Coed Aben Road, which provides access to the wider industrial estate.

2.7 Within the vicinity of the site the road is approximately 6m in width, subject to a 40mph speed limit and supported by streetlighting. Pedestrian footways run along both sides of the road with dropped kerb crossing points across various junctures of the road.

Road Safety

2.8 The most recently available three-year (2020-2022) road accident data provided by the DfT has been reviewed for the local road network in the vicinity of the application site.

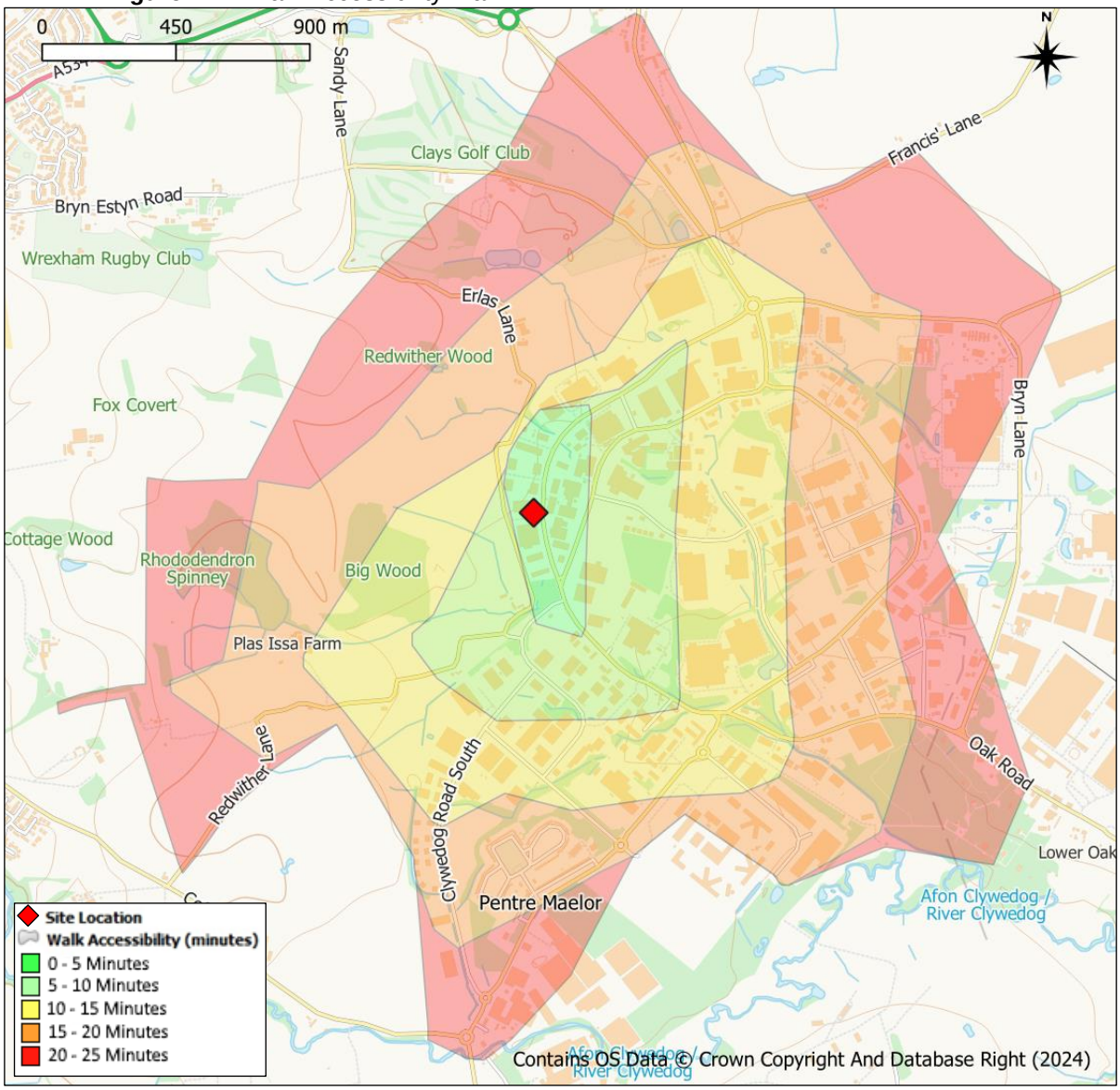
2.9 Within the assessment period, the data shows that no incidents were recorded along Abenbury Way, or within the vicinity of the site access arrangements.

2.10 On review of the data, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents in the vicinity of the site that could be affected by the proposals.

Accessibility by Non-Car Modes

2.11 Relevant guidance states that walking offers the greatest potential to replace short car trips, particularly those around one mile in distance. **Figure 2.1** illustrates the area accessible by walking within the vicinity of the site.

Figure 2.1 - Walk Accessibility Plan



2.12 This plan indicates that Pentre Maelor village is located within a 20-minute walking distance to the south of the site. The walking catchment largely comprises the wider Wrexham Industrial Estate.

2.13 The nearest bus stop is located on the Ash Road approximately 200m to the east of the site, equivalent to a 10-minute walking journey.

2.14 A summary of the services operating from the stop is provided in **Table 2.2.**

Table 2.2: Bus Service Summary

Service	Route Description	Service Frequency
41	Wrexham – Redwither Tower	Hourly
42W	Wrexham – Redwither Tower	Two Morning Services

Rail Access

2.15 The closest railway station is Wrexham General approximately 4km west of the site. Although this is the outside of what is considered a reasonable walking journey, the station is located within a 25-minute cycling journey.

2.16 The station is the southern terminus of the Borderlands line, where services are managed by Transport for Wales. Hourly services operate to Shotton and Bidston.

Accessibility Summary

2.17 Overall, it can be summarised that the site offers potential for journeys by both staff and customers to be undertaken by modes other than private car.

3 Proposed Development

General

3.1 The application at the site seeks to gain retrospective permission for regularising the use of the existing site for vehicle storage and distribution, for commercial hire. The change of use of the existing Unit on site would be from B2 to a mixed Class B8 / Sui Generis use.

3.2 Information provided by the applicant indicates that, separately, the applicant has secured off-site vehicle storage space, which would reduce the number of vehicles stored on site at any given time.

3.3 As part of the proposals the existing site access junction and building will remain unchanged. The site location plan is provided at **Appendix 1**.

Parking Provision

3.4 A total of 14 parking bays will be provided within a secure, gated area to the east of the vehicle hire building, with seven larger than standard spaces for commercial vehicle parking. Additionally, five parking bays will be located along the frontage of the building, with use made of these bays primarily by staff and customers. Two Electric Vehicle (EV) charging bays will also be made available.

3.5 Information provided by the applicant states that there are a total of eight staff employed at the site, though not all staff are present on site at any one time.

3.6 Local parking standards are provided in WCBC's 'Local Planning Guidance Note No.16' where no standards are provided for vehicle hire centres. However, given the operators extensive experience of managing this site and other similar sites, the proposed parking provision is considered suitable.

3.7 Moreover, the off-site vehicle storage area will reduce the number of vehicles at the site, with only those needed for collection/valet brought to site each day.

Site Access and Servicing Arrangements

3.8 As part of the proposals, both vehicular and pedestrian access and egress will be taken to the east of the site, off Abenbury Way. The two existing priority access and egress junctions at the site will be retained to the serve the proposed development.

3.9 A swept path analysis has been undertaken for a 3.5 panel van for access and egress of the secure parking area, as the largest vehicle anticipated to access the site, as shown at **Appendix 2**.

Trip Generation

3.10 The retrospective application at the site seeks to regularise the current use of the site, by employing a change of use from B2 to B8 / Sui Generis. The site is currently used for the storage of vehicles, which are then distributed for commercial hire.

3.11 Information provided by the applicant has indicated that there will be an off-site parking area used for longer term storage of the hire vehicles. Therefore, the on-site parking area would only be used as a short-term parking facility, with vehicles brought to site as and when required for distribution for commercial hire.

3.12 The applicant has confirmed that under this operation, there would be an anticipated 20 commercial vehicle hires per day, departing/returning to the site. It is understood that one of the primary functions of the site is to hire out vehicles to the local authority, with these vehicles typically hired out for several days at a time.

3.13 It is therefore concluded that the estimated trip generation associated with the operation of the site would be lower than that of a B2 unit, as the site already has a lawful trip generating potential for.

3.14 It is therefore considered that the proposals would not have any material impact on the surrounding highway network, and that the access arrangements would continue to comfortably cater for the level of vehicular activity associated with the site.

4 Summary and Conclusions

4.1 Dynamic Transport Planning are instructed by Car Hire to advise on the anticipated highways and transportation considerations associated with the proposed retrospective application for vehicle storage and distribution off Abenbury Way, Wrexham.

4.2 The application at the site seeks to gain retrospective permission for regularising the use of the existing site, changing the use category of the existing unit from B2 to B8 / Sui Generis use. Information provided by the applicant indicates that as part of the proposals an off-stie vehicle storage area will be introduced, reducing the number of vehicles on site at any given time.

4.3 As part of the proposals, 14 parking bays will be provided within a secure, gated area to the east of the vehicle hire building. Additionally, four parking bays will be located along the frontage of the building.

4.4 A review of the existing highway accident data within the vicinity of the site has been undertaken and shows that there are no pre-existing patterns or trends of incidents that could be impacted by the development proposals.

4.5 The accessibility of the site for non-car modes of travel has been assessed. It is considered that the site is located to allow potential for some journeys to be undertaken by modes other than private car.

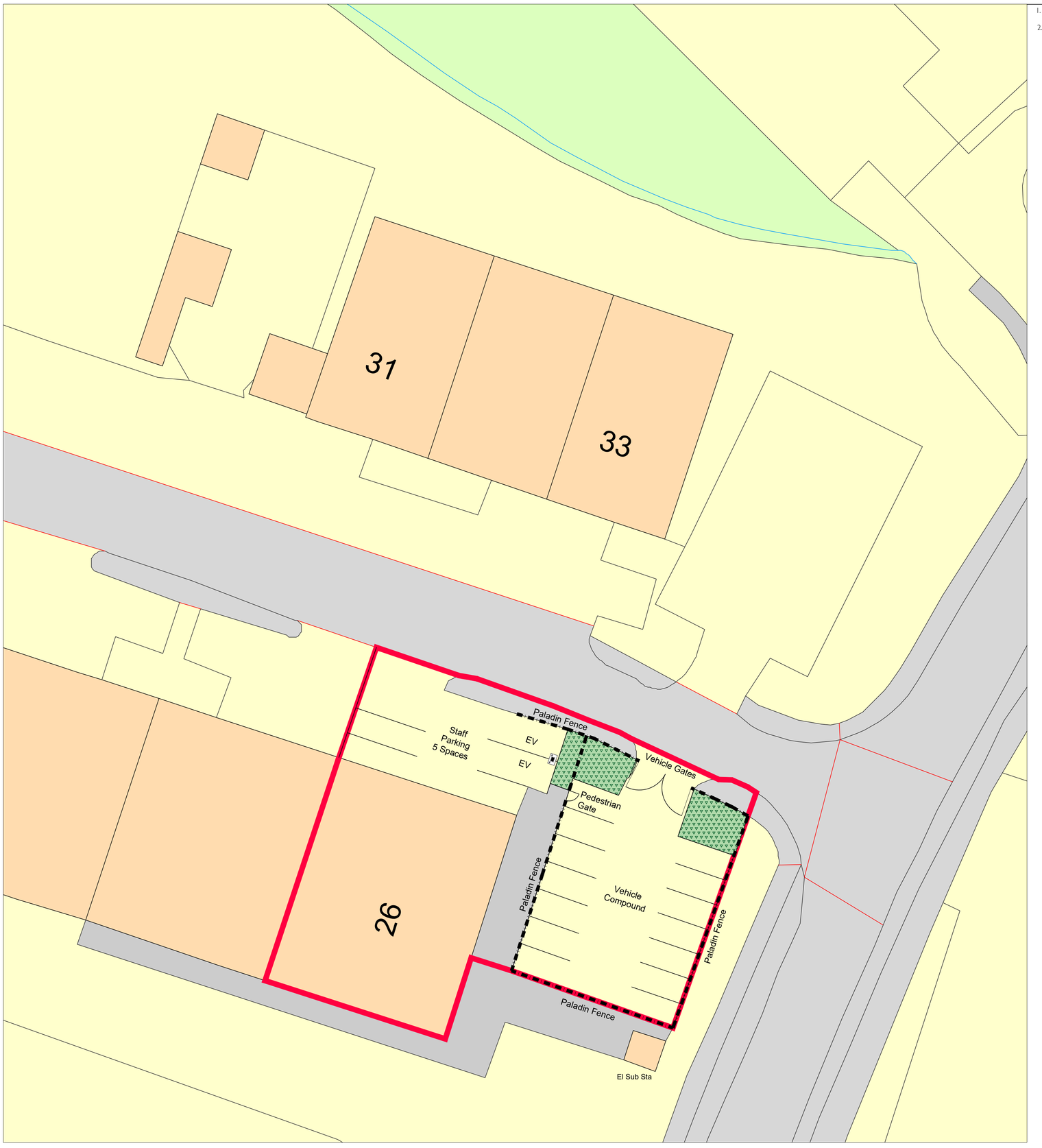
4.6 The TRICS database has been utilised to generate anticipated movements associated with the parking area, where it was concluded that the proposals would not have any material impact on the operation of the surrounding highway network.

4.7 Overall, on the basis of the above assessment, it is concluded that there are no outstanding reasons why the proposals should not be granted planning permission on transport grounds.

Appendix 1
Proposed Site Layout

Notes

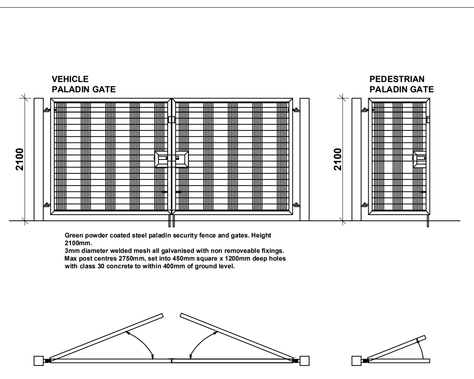
1. All sizes to be checked on site by the contractor prior to preparation of shop drawings or fabrication of parts
2. This drawing should not be scaled. Any discrepancies to be brought to the immediate attention of the architect.



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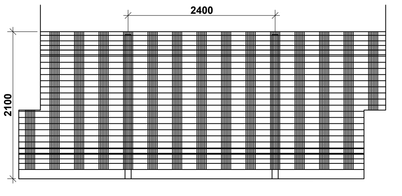
0 2 4 10 20m

1:200



PALADIN FENCE

Green powder coated steel paladin security fence and gates. Height 2100mm.
3mm diameter welded mesh all galvanised with non removeable fixings.
Max post centres 2750mm, set into 450mm square x 1200mm deep holes with class 30 concrete to within 400mm of ground level.



0 5m

1:50

PLANNING

Rev.	Description	By	Date
C.	Parking Layout Amended	NC	01/07/24
B.	Parking Layout Amended	NC	28/06/24
A.	Parking Layout Amended	NC	24/06/24

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Client DAYS RENTAL

Project ABENBURY WAY, WREXHAM

Title SITE PLAN AS PROPOSED

Project No. 22457

Scale 1:200 & 1:50 @ A1

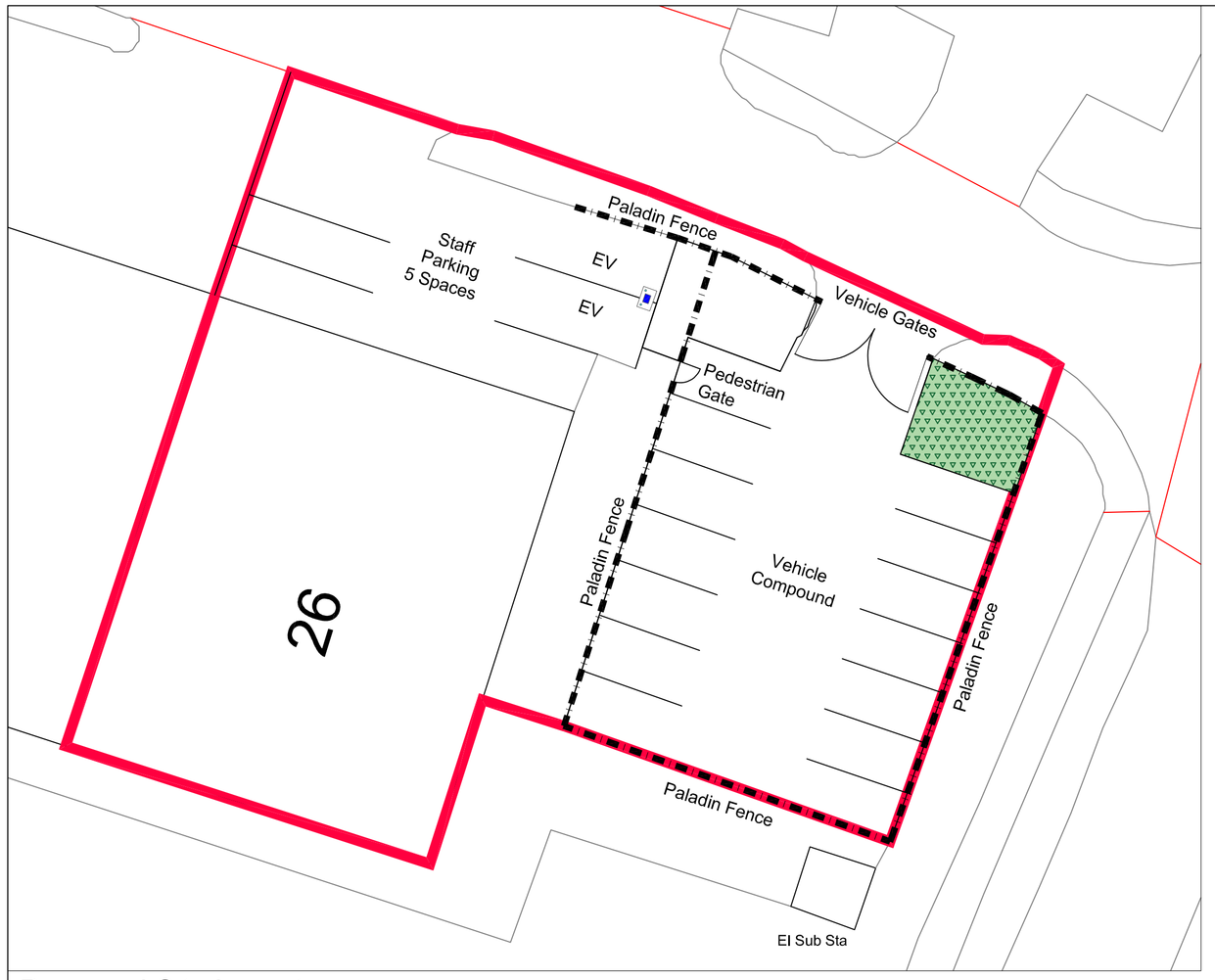
Drawing No. PL-SP-01 Rev. C

Date JUNE 2024

Drawn By NC Checked by: JO

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Appendix 2
Swept Path Analysis



Proposed Site Layout

N

Notes

Rev.	Date	Revisions	Drawn
B	01/07/24	Site Update	BF
A	26/06/24	Site Update	BF
-	26/06/24	First Issue	BF

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Client

Days Rental Ltd

Project

Vehicle Storage and Parking Area,
Abenbury Way, Wrexham

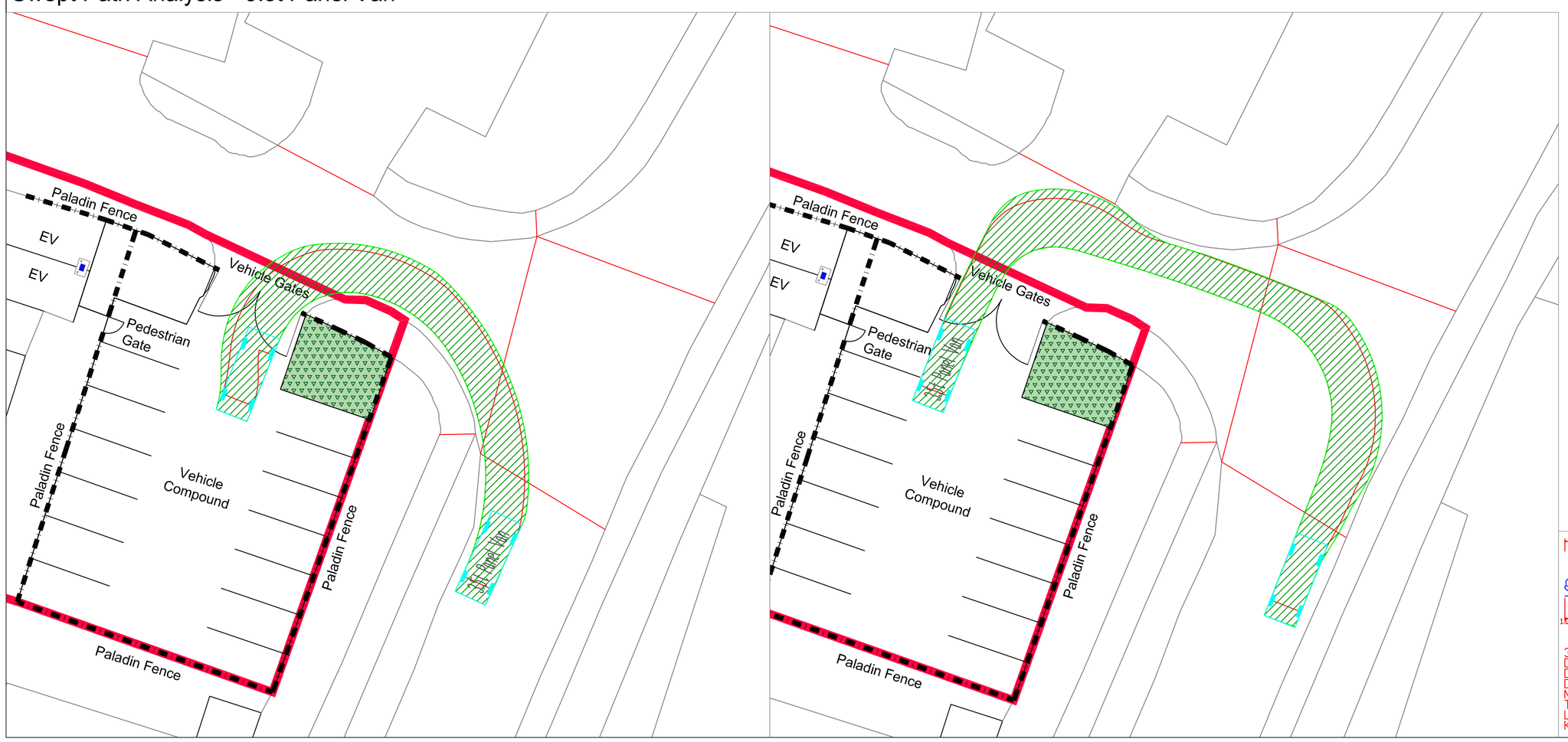
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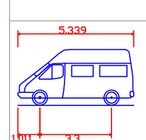
Proposed Site Layout
Swept Path Analysis
3.5t Panel Van

Date	Scale
June 2024	1/200 @ A1
Drawn: BF	Approved: GS

Drawing Number	Rev.
DTP/3705224/ATR001	B

Swept Path Analysis - 3.5t Panel Van





3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.369m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m