MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/P/2024/1567	**Your Ref:**	P/2024/1567
Date:	20/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR AC ADEILADAU O SUI GENERIS (SIOP GWERTHU CEIR) I DDOSBARTH B8/SUI GENERIS (MASNACHWR ADEILADU) YN CYNNWYS ARDDANGOSFA TU ALLAN A RHESELI STORIO A CHODI 1 ADEILAD / CHANGE OF USE OF LAND AND BUILDINGS FROM SUI GENERIS (CAR DEALERSHIP) TO CLASS B8/SUI GENERIS (BUILDERS MERCHANT) INCLUDING OUTSIDE DISPLAY AND STORAGE RACKING AND ERECTION OF 1 NO BUILDING

LOCATION: DICKENS GARAGE, CROESFOEL INDUSTRIAL ESTATE, RHOSTYLLEN, WREXHAM, LL14 4EJ

I refer to your consultation / email dated 20/11/2024 in respect of the above.

General

The development site comprises the proposed change of use from a car dealership (sui generis) to a builders' merchant (sui generis) with the refurbishment of the existing building and a new storage building measuring at 607 square metres (sq.m.) at the former Dickens Car Dealership, Croesfoel Industrial Estate, Wrexham.

The site comprises the following:-

Building	GFA (m^2)	Proposed Use
1 - Existing	1095	Showroom/sales/warehouse/offices/staff facilities
2 - Existing	213	Sales / Warehouse
3 - Proposed	607	Warehouse

Access

The proposed development site is located on Croesfoel Industrial Estate which is an unclassified road (cul de sac) subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility from

the existing access serving the development site is adequate providing splays in excess of the above requirements.

The existing access is 6.7m wide with 6m radii and is gated at 10.8m behind the edge of carriageway. The access is hard paved and slopes towards the highway.

It is understood that the site was previously occupied by a car sales business including associated servicing / mot centre and would have accommodated a significant number of vehicle movements by cars, trucks and potentially car transporters.

It is understood that the existing access will be utilised to accommodate access by HGVs for deliveries and access to staff / customer parking.

Parking & Turning Provision

Although a significant portion of the unclassified estate road is subject to a TRO (double yellow lines), there is already typically high demand for the remaining on-street spaces by vehicles assumed to be from neighboring businesses. In terms of parking provision, the Local Highway Authority (LHA) would recommend that maximum LPGN 16 standards are provided within the curtilage of the site.

The submitted site layout plan (Drg. No. 9003-MJM-XX-XX-DR-D-6611 Rev P04) indicates the provision of the following:-

Spaces	**Qty**
Pickup / collection	11
Customer Parking	15
Staff Parking	17
HGV Parking / Deliveries	5

It is understood that the proposed development comes under a *sui generis* class use which does not have any specified parking standards. It is therefore difficult to establish what level of parking provision is appropriate for the proposed development in this instance. **The LHA would therefore request a parking accumulation survey or previous parking survey data from other Travis Perkins sites of comparable size and location for comparison purposes. The LHA await the requested information.**

The proposed parking provision indicated on the submitted plan only indicates 2 no. spaces to mobility standards. LPGN 16 requires a minimum of 10% provision. **The LHA recommend the applicant addresses this issue on a revised layout plan.**

Adequate turning facilities must be provided within the curtilage of the site to accommodate the anticipated vehicle types / sizes visiting the site.

<u>Swept Path Details</u>

Appropriate swept path details have been submitted which indicate the turning movements of a large car, 7.35m long van & 16.5m articulated HGV. However, it would be anticipated that10 – 12m (approx.) rigid HGVs would also visit the site to deliver such items as aggregates. **The LHA recommend the applicant clarifies this detail and provides appropriate swept path details for such a vehicle entering, parking, turning & exiting the site.**

Active Travel

The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16 eg/ cycle parking / shelters. **Any such requirements once discussed / agreed will need to be referenced / indicated on a revised layout.**

Travel Plan

A Travel Plan has been submitted with this application which has been forwarded to our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) for review and comments including any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16 eg/ cycle parking / shelters. The LHA will forward any comments once they are received.

Traffic Generation

The submitted Transport Statement includes TRICs data for both the existing use (garage site) and proposed use (builders merchants).

TRICs Data - Garage Sites

The submitted data only includes 3 no. sites ranging in gross floor areas of 5600 – 13051m^2
The application form indicates an existing gross floor area of 1257m^2 for the existing garage buildings which is significantly less than the category selected. **The LHA recommend that at least 6 sites are selected for review and includes sites of comparable areas.**

The location categories for the selected sites include2 no. edge of town centre and 1 no. suburban zone. The LHA consider the existing site to be in an edge of town location. **The LHA recommend that any review includes sites of comparable locations ie/ edge of town.**

TRICS survey data must be no more than 8 years old. **The submitted data exceeds this criteria.**

The LHA request the applicant submits further details to address the above.

TRICs Data - Builder Center Sites

The submitted data includes 6 no. sites ranging in gross floor areas of 282 – 4660m^2
The application form indicates a proposed floor area of 1839m^2 for the proposed builders.
This conflicts with the data provided on the submitted layout plan (Drg. No. 9003-MJM-XX-XX-DR-D-6611 Rev P04) indicating a proposed gross floor area of 1915m^2. **The LHA recommend that this issue is addressed and at least 6 sites are selected for review and includes sites of comparable areas.**

The selected sites only include 2 no. edge of town location sites, the remainder being either suburban or neighborhood centre sites. The LHA consider the existing / proposed site to be in an edge of town location. **The LHA recommend that any review includes sites of comparable locations ie/ edge of town.**

TRICS survey data must be no more than 8 years old. **The submitted data exceeds this criteria.**

The LHA request the applicant submits further details to address the above.

Details of the previous type / size of vehicle eg/ cars, vans, HGVs visiting the site will need to be clarified / provided along with typical daily vehicle movements.

Details of the proposed type / size of vehicle eg/ cars, vans, HGVs visiting the site will need to be clarified / provided along with typical daily vehicle movements.

The LHA recommend that details of other similar Travers Perkins Sites are reviewed in respect of the number and type of vehicles (size) that visit the site on a daily basis. The LHA recommend that details of the previous number and type of vehicles (size) that visited the site on a daily basis are provided. The LHA recommend that current / previous vehicle movements are compared to highlight any significant differences in the size and frequency of specific vehicle movements at the site. The above detail will need to be included in a revised Transport Statement.

Accident Data

The submitted Transport Statement indicates that a review of the most recent 5 year period in the location of Church Street and the Croesnewydd Rd Industrial Estate access road indicated that there were no recorderd collisions. However, a review of the Crashmap data between the A483 Croesfoel Interchange / Wrexham Rd junction and Church Street indicated 2 no. slight incidents and 1 no. serious incident occurring in the last 5 years. However, it is concluded that there are no significant highway safety concerns in the vicinity of the site that could be exacerbated by the proposed development.

Service Delivery Management Plan (SDMP)

If the proposed development is considered to have significantly more deliveries than previously experienced at the site and is supported, it may be considered appropriate to include a condition requiring the submission of a Service Delivery Management Plan (SDMP) prior to commencement, which details how the business will operate in respect of delivery vehicles, details of how HGV deliveries will be staggered throughout the day etc. to avoid any parking of vehicles on the highway and any conflict of vehicle movements at the access or within the site ie/ limit the site to only 1 no. HGV delivery on site at any one time and coordinated.

Refuse Collection / Recycling

The LHA recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection. However, it is assumed that the proposed business will be serviced by a private contractor.

Construction Traffic Management Plan (CTMP)

If an application for development is supported at the site, the LHA recommend any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

In conclusion, the LHA request the following information:-

- **Parking Provision**
  It is understood that the proposed development comes under a *sui generis* class use which does not have any specified parking standards. It is therefore difficult to establish what level of parking provision is appropriate for the proposed development in this instance. **The LHA would therefore request a parking accumulation survey or previous parking survey data from other Travis Perkins sites of comparable size and location for comparison purposes. The LHA await the requested information.**

  The proposed parking provision indicated on the submitted plan only indicates 2 no. spaces to mobility standards. LPGN 16 requires a minimum of 10% provision. **The LHA recommend the applicant addresses this issue on a revised layout plan.**

- Swept Path Details

  Appropriate swept path details have been submitted which indicate the turning movements of a large car, 7.35m long van & 16.5m articulated HGV. However, it would be anticipated that a 10 – 12m (approx.) rigid HGV would also visit the site to deliver aggregates. **The LHA recommend the applicant clarifies this detail and provides appropriate swept path details for such a vehicle entering, parking, turning & exiting the site.**

- Active Travel

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- **Traffic Generation**

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  The location categories for the selected sites include 2 no. edge of town centre and 1 no. suburban zone. The LHA consider the existing site to be in an edge of town location. **The LHA recommend that any review includes sites of comparable locations ie/ edge of town.**

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On behalf of Chief Officer, Environment & Technical

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

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

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*

3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

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

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

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