MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/P/2024/1567 Res (2)	**Your Ref:**	P/2024/1567
Date:	29/04/2025		

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 14/03/2025 including revised Transport Note (Final Issue 02) 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 (ie/ cars /vans).

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 normally recommend that maximum LPGN 16 standards are provided within the curtilage of the site. However, it is understood that the proposed development comes under a *sui generis* class use which does not have any specified parking standards within LPGN 16.

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

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

Given the proposed development comes under a sui genesis use, it is difficult to establish what level of parking provision is appropriate for the proposed development. The LHA therefore previously requested a parking accumulation survey or previous parking survey data from another Travis Perkins site of comparable size and location for comparison purposes.

The revised Transport Note includes parking accumulation survey data at a Travis Perkins site at Unit 4, Winsford Way, Chester. The submitted data indicates that the proposed level of parking provision at the development site is adequate. The parking accumulation survey figures indicate that the maximum demand for car parking will be on a weekday between 08:00 – 09:00 when a total of 14 cars are forecast. With a total of 32 parking spaces provided, this is considered sufficient to ensure that all forecasted demand for car parking can be accommodated on-site.

Having re-considered the proposed parking layout at the site, the LHA request that the applicant reviews the layout of the proposed spaces along with improved footway links and pedestrian crossings:-

- Extension of footway links (both sides of main access) from existing adoptable footway into site will need to be provided providing a safe / logical route to each of the proposed buildings.

- A number of the internal informal pedestrian crossings are in awkward positions and do not have a logical pedestrian routes within the car parking areas.
  The proposed internal footways are not clearly shown on the submitted layout plan. This detail needs to be provided.

- Internal vehicle exit on southern side of Building 1
  The LHA recommend that adequate visibility to oncoming vehicles is provided from this internal access point. A number of proposed spaces will need to be deleted to achieve this. **This detail shall be indicated on a revised layout plan.**

Car Parking Management Plan (CPMP)

The proposed staff parking located to the south west corner of the site indicates 8 no. spaces being blocked in by the spaces at the front. **The LHA would therefore recommend a condition requiring the submission of a car parking management plan to include details of how such parking arrangements will be managed.**

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

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 10 – 12m (approx.) rigid HGVs would also visit the site to deliver such items as aggregates. **The LHA previously recommended the applicant clarifies this detail and provides appropriate swept path details for such a vehicle entering, parking, turning & exiting the site. This detail was not included in the submitted Transport Note as suggested.**

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 previously 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.

Comments from our Active Travel Section as follows:-

Pedestrian access
Whilst there are walkways within the site itself there is no direct and coherent walking route to these from the public highway to allow people to walk or wheel to the business. ***The LHA recommend that this detail is addressed.***

Cycle Parking
WCBC are pleased to see that 10 spaces for cycle parking are included in the plans for the re-development in accordance with the Welsh Government's Active Travel Act Guidance. It is advised that the visitor cycle parking is located nearer the customer entrance so as to provide cycle users with an advantage over most car users.

At least one bay should be suitable for non-standard cycles. This should be located at the end of the row, nearest the entrance and there will need to be at least 1.5m of clearance to allow for disabled people to dismount. Given the nature of the business, it would be beneficial to have more stands with increased clearance of 1.5m in order that people could cycle with a cargo bike or cycle with a trailer to be able to carry goods from the site.

According to the Active Travel Act Guidance, the 1 hectare site requires provision of 20 cycle spaces for staff. Whereas it may not seem suitable at present, it is advised that at least 10 secure and ideally covered cycle parking spaces are provided for staff given that they will park for longer periods of time and potentially in all weathers. Space should also be available for an additional 10 spaces to be added when indicated necessary through the Travel Plan monitoring.

Again, at least one space should be provided as noted above for disabled staff members with at least 1.5m of clearance for the parking space.

Consideration should be given to a space for staff members to charge their e-cycle battery whilst at work.

Travel Plan
TRAVEL PLAN (COMMERCIAL – END USER KNOWN)
Prior to first use of the development, a Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of the subsequent monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of first use of the development at which a baseline employee travel survey will be carried out.

The Travel Plan should focus on staff and visitor travel separately.
Travis Perkins' options to deliver goods to customers can support reduced private car use and this should be maximised where possible.

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 is considered acceptable demonstrating the following:-

Use Type	Time Period	Net Vehicle Trips		
		Arrivals	Departures	Total
Car Showroom Use	AM Peak	9	3	12
	PM Peak	3	7	10
	Daily	58	58	116

TRICs Data - Builder Center Sites

Due to the lack of relevant data being available on the TRICs database for such sites, the applicant has carried out a parking demand / trip generation survey at a Travis Perkins site in Chester. The survey was undertaken during the week commencing 10/02/2025 with surveys being undertaken on the Tuesday, Thursday & Saturday of that week.

Based on this survey, the table below indicates the comparison of the previous car showroom use compared with the proposed builders merchants use (based on the Chester Store survey):-

Use Type	Time Period	Net Vehicle Trips		
		Arrivals	Departures	Total
Car Showroom Use	AM Peak	9	3	12
	PM Peak	3	7	10
	Daily	58	58	116
Proposed Development –Based on Chester Store Survey	AM Peak	33	38	71
	PM Peak	1	4	5
	Daily	254	253	507
Net Impact	AM Peak	+24	+35	+59
	PM Peak	-2	-3	-5
	Daily	+196	+195	+391

Based on this survey, the proposed development is forecast to result in an additional 59 vehicle movements at the site during the AM Peak (24 arrivals and 35 departures), 5 fewer movements in the PM Peak and less than one additional vehicle movement every minute on average across the peak hour. It is anticipated that the proposed development will result in an additional 391 vehicle movements across the total 12 hour day. This level of traffic generation could cause some additional queuing for vehicles exiting from Croesfoel Industrial Estate onto the A5152 Wrexham Road in the AM peak, however it is considered unlikely to have any significant adverse impact on the safe operation of the local highway network.

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 on this basis.

Service Delivery Management Plan (SDMP)

The LHA understand that a maximum of 3 HGVs are expected on site at all times. The proposed number of HGV parking spaces (5 no. spaces) is considered acceptable. **If the application is supported, the LHA recommend a condition requiring a SDMP to ensure that the maximum number of HGVs present on site at any one time is stipulated / controlled and no vehicles associated with the site will park / wait on the adjoining highway.**

Refuse Collection / Recycling

The LHA understand 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**

  Having re-considered the proposed parking layout at the site, the LHA request that the applicant reviews the layout of the proposed spaces along with improved footway links and pedestrian crossings:-

  - Extension of footway links (both sides of main access) from existing adoptable footway into site will need to be provided providing a safe / logical route to each of the proposed buildings.

  - A number of the internal informal pedestrian crossings are in awkward positions and do not have a logical pedestrian routes within the car parking areas.
    The proposed internal footways are not clearly shown on the submitted layout plan. This detail needs to be provided.

  - <u>Internal vehicle exit on southern side of Building 1</u>
    The LHA recommend that adequate visibility to oncoming vehicles is provided from this internal access point. A number of proposed spaces will need to be deleted to achieve this. **This detail shall be indicated on a revised layout plan.**

  Car Parking Management Plan (CPMP)

  The proposed staff parking located to the south west corner of the site indicates 8 no. spaces being blocked in by the spaces at the front. **The LHA would therefore recommend a**
- **condition requiring the submission of a car parking management plan to include details of how such parking arrangements will be managed.**

- <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. The applicant has confirmed that a 10 – 12m (approx.) rigid HGV would also visit the site with deliveries. **The LHA recommend the applicant clarifies this detail and provides appropriate swept path details for such a vehicle entering, parking, turning & exiting the site.** This detail was not included in Appendix C as suggested in the Transport Note.

- 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.**

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Travis Perkins' options to deliver goods to customers can support reduced private car use and this should be maximised where possible.



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.