

Land at Dolydd Road, Wrexham

Highway Comment

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1. Project Brief

To provide highway comment in support of a planning application for the change of use from tyre fitting depot to MOT station and car repairs.

A planning application, P/2025/0210, for the proposed change of use was submitted to WCBC in March 2025. In response to consultation, the highway authority have acknowledged that potential traffic generation is unlikely to differ significantly from the current use but have requested additional information related to the nature of deliveries, maneuverability on-site and car parking provision along with suggestions related to sustainable travel and waste collection. A copy of the highway officer's response is included within the appendix to this report.

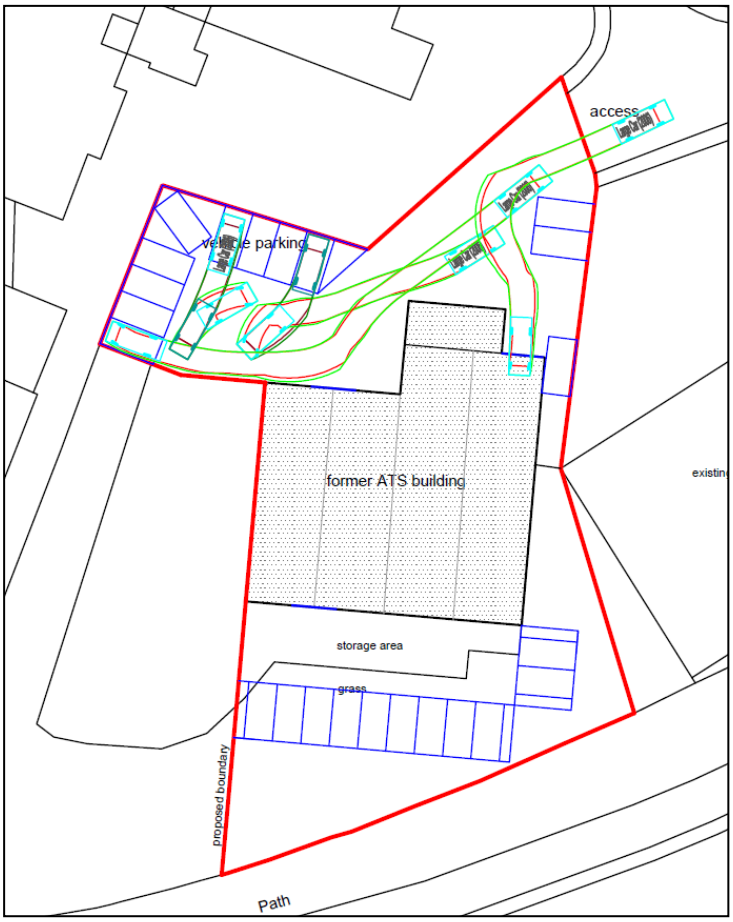
2. Discussion

2.1 The building is fitted with three roller shutter doors. A roller shutter door located on the left, when facing the building, will provide access to the MOT testing facilities; a similar door on the right of the building will access the service area. The service access door in the front of the building is mirrored by a similar door in the rear, forming a route through the building.

2.2 As suggested by the highway officer, all MOT testing and vehicle servicing will be on an appointment basis; all customer vehicles will arrive to suit a pre-booked time slot. As is common with this type of operation, some

owners will leave a car for a full day or even overnight; arrangements are in place to accommodate such demand.

2.3 The following extract indicates a car park layout including the provision of up to 23 car parking spaces along with swept path maneuvering of a large car. Due to the layout, some of these spaces have restricted access but these will be reserved for staff use where the vehicle will be not be moved throughout the day. To facilitate maneuvering of vehicles, all parking spaces are provided with a reversing length of more than 6m in length.



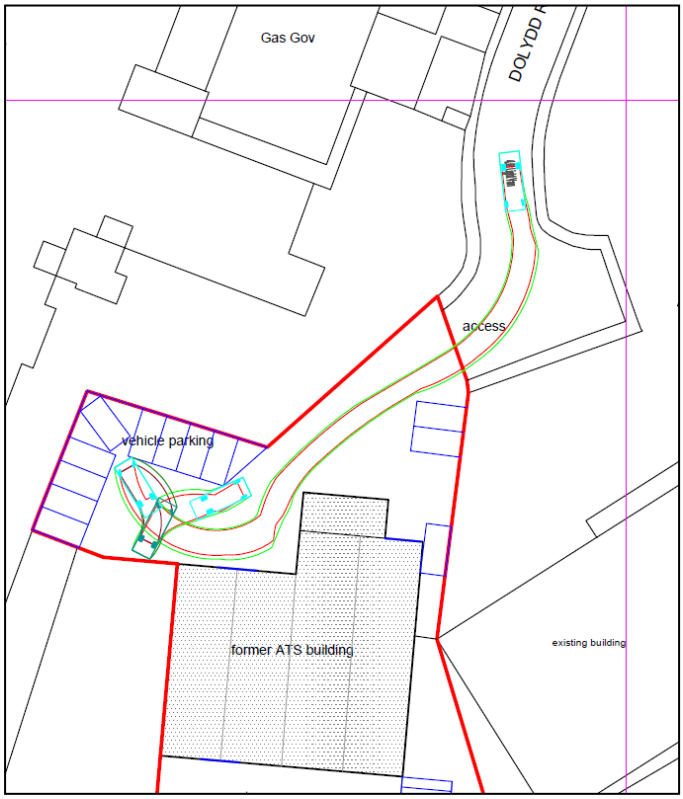
2.4 The MOT testing and maintenance service will be operated by the Applicant in conjunction with his wife and team of three mechanics. The Applicant and his wife will travel to site in a single vehicle with potential

for the mechanics to travel separately; four staff parking spaces will be allocated.

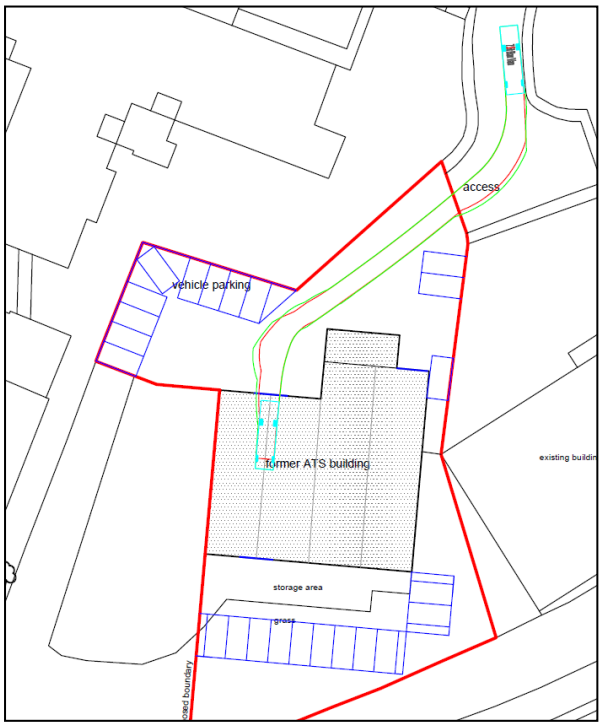
2.5 The garage has capacity to deal with a maximum of 15 customer's cars per day, split between MOT testing and servicing. Customers will drop their cars in the spaces located to the front of the garage but these will be moved by staff to the spaces at the rear of the garage after servicing/testing or to suit demand. Access to the rear of the building is gained through the service bay.

2.6 There is a limited requirement for deliveries to the site consisting of deliveries of spare/replacement parts, the delivery of oil for the servicing of customer vehicles and the collection of waste oil. There could be a number of deliveries of spare/replacement parts each day; this is usually undertaken by light vans with adequate space for maneuvering within the area in front of the building. Barrels of replacement oil are delivered on an occasional basis on a pick-up truck and waste oil is collected from tanks within the service bay three to four times per year.

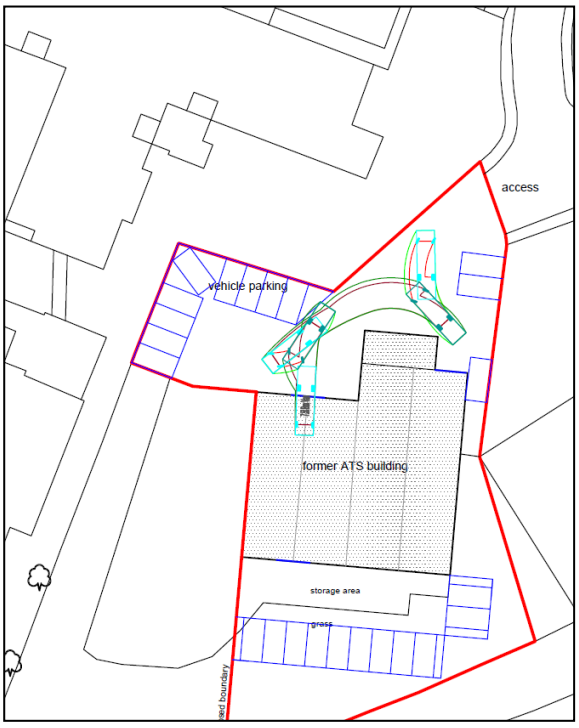
2.7 Swept path analyses have been undertaken to ensure that there is adequate on-site space for maneuvering of vehicles. The following extracts indicate a three point turn undertaken by a 4-6Tonne delivery vehicle, a 7.5Tonne oil tanker accessing storage tanks within the service area and the exit maneuvers of the oil tanker (full drawings are included within the appendices to this report).



4-6 Tonne van



Waste oil collection from inside the service area



Exit of the waste oil collection vehicle

2.8 Waste/refuse collection will be undertaken by a private contractor ensuring a suitably sized vehicle with ability to turn in front of the building in a similar manner to the exiting oil tanker.

2.9 Due to the nature of the business, all customers will travel to and from the site by car. If vehicles are being left on site for any lengthy period the site location is ideally suited for pedestrian or cycle access with a number of businesses, the town centre and public transport within easy reach. Busses run in each direction along Watery Road on a 10-15 minute basis throughout the day.

Destination	Distance
Hospital	400m
Technology Park	800m
Town Centre	850m
Central Rail Stn	550m
General Rail Stn	800m
Bus Station	900m
Bus stops on Watery Road	300m

2.10 There is potential for garage staff to travel to work by public transport or bicycle with adequate space available within the buildings on site for cycle storage.

3 Conclusions

3.1 The proposed parking spaces provide adequate capacity to meet anticipated needs.

3.2 The site is provided with adequate space for the maneuvering of vehicles.

3.3 The site is appropriately located to take advantage of sustainable travel options.

On this basis, there is no justification for continuing highway objection to the application.

Appendices

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0210	**Your Ref:**	P/2025/0210
Date:	29/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

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FORMER ATS BUILDING, DOLYDD ROAD, WREXHAM, LL13 7TE

I refer to your consultation / email dated 14/03/2025 in respect of the above.

General

The proposed development comprises the change of use of the former ATS buildings from Class B2 tyre fitting centre/repair garage to class sui generis MOT testing station and car repairs. No external alterations are proposed.

Dolydd Road comprises a cul de sac which also serves a small number of dwellings and former Phoenix Healthcare distribution centre which is currently closed.

Access

The proposed development is located at the southern end of Dolydd Road, Wrexham. Dolydd Road is an unclassified road (cul de sac) subject to a 20mph speed limit. Based on typical speeds of 20mph along Watery Road, any proposed access / junction would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility at the junction onto Watery Road is inadequate providing splays of approximately 2.4 x 7m in both directions measured to the nearside edge. Visibility is impeded in both directions in that the required splays would need to cut across 3rd party land / properties located either side of the junction.

Dolydd Road is typically 5.6m wide with 1.2 – 1.4m wide footways either side.

Access to the site itself is via a 7.7m wide dropped kerb access which is gated directly behind the edge of kerb. There is no footway across the existing access. These gates remained permanently open during operational hours of the existing tyre fitting business and it is assumed that this will continue if the proposed development is supported.

Traffic Generation

It is considered that the existing / proposed businesses are likely to have a comparable traffic generation.

Parking & Turning Provision

Inadequate details of the existing / proposed parking provision have been provided. The LHA recommend that a suitably scaled plan is provided that indicates the existing / proposed layout of the parking spaces in accordance with LPGN 16 (including annotated dimensions of spaces and clearance for turning). If the application is supported, **the LHA recommend that any proposed parking spaces are marked out with white lining materials.**

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 LHA would therefore recommend a condition requiring the submission of a car parking management plan (CPMP) to include details of how such parking arrangements will be managed. It may be considered reasonable to request a booking / appointments system so parking is managed and customer visits can be staggered. Although the majority of Dolydd Road is subject to a Traffic Regulation Order (double yellow lines) restricting parking, there are limited sections fronting the existing dwellings where on street parking occurs.

Adequate turning facilities must be provided within the curtilage of the site to accommodate the anticipated vehicle types / sizes visiting the site. No details of the maximum size of vehicle visiting the site have been provided or swept path details of how they will turn within the curtilage of the site. **The LHA recommend that this detail is provided.**

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.**

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.

In conclusion, the LHA request the following additional information:-

- **Parking Provision**
  The LHA recommend that a suitably scaled plan is provided that indicates the existing / proposed layout of the parking spaces in accordance with LPGN 16 (including annotated dimensions of spaces and clearance for turning). If the application is supported, **the LHA recommend that any proposed parking spaces are marked out with white lining materials.**

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- Turning / Swept Path Details
  Adequate turning facilities must be provided within the curtilage of the site to accommodate the anticipated vehicle types / sizes visiting the site. No details of the maximum size of vehicle visiting the site have been provided or swept path details of how they will turn within the curtilage of the site. **The LHA recommend that this detail is provided.**

P. Palmer

On behalf of Chief Officer, Environment & Technical