Car Hire Ltd

Proposed Vehicle Storage and Maintenance Unit, Clywedog Road South, Wrexham

Technical Note

3705224

DYNAMIC TRANSPORT PLANNING

JULY 2025

Note Details

Report Number:	3705224-TN
Report Title:	Technical Note, Proposed Vehicle Storage and Maintenance Unit, Clywedog Road South, Wrexham
Client:	Car Hire Ltd
Date:	02 July 2025
Status:	-

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1 Introduction

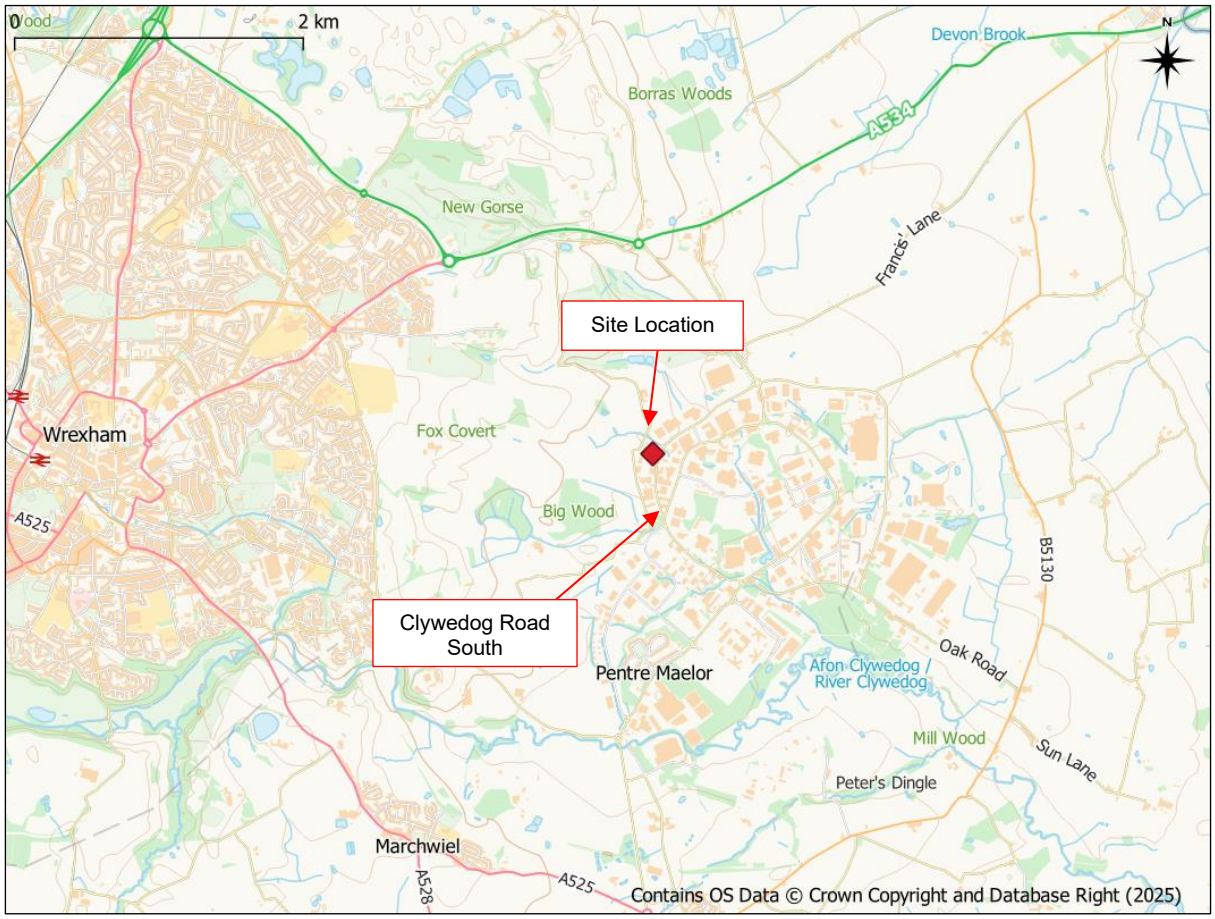
General

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 an application for the change of use of an existing industrial site to a vehicle storage and maintenance site.

1.2 The application site currently comprises of two industrial units located to the south of Wrexham Industrial Estate, approximately 3.5km east 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 The existing site most recently operated as an agricultural vehicle sales facility known as the 'Malpas Tractors' site. This Technical Note (TN) supports an application for a change of use in order to utilise the site as a commercial vehicle hire centre.

1.5 The applicant currently operates a commercial vehicle hire facility within Wrexham Industrial Estate, which was recently granted retrospective planning approval in January 2025 for a change of use regularising the operation of the site (Planning Application Reference: P/2024/1188). It is anticipated that all operations associated with the existing site would be moved to the application site.

1.6 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 was the former Malpas Tractors facility which comprised of two industrial units alongside hardstanding previously used informally for storage and car parking. The site historically operated under a mix of planning use classes. The application site relates to the western portion of the site, where one unit is currently located, with an approximate Gross Floor Area (GFA) of 690m^2.

2.3 The site is bounded by commercial/industrial units to the north and south, with Clywedog Road South 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.

2.4 Access towards the site is taken off Clywedog Road South at a priority access junction from the eastern boundary.

Surrounding Highway Network

2.5 Clywedog Road South is formed of a single carriageway, running in a general north/south orientation to the east of the site. To the north of the site the road provides a connection to the wider Wrexham Industrial Estate and to the south the road meets Bridge Road South at a roundabout junction.

2.6 Within the vicinity of the site the road is approximately 7.5m 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

2.7 The most recently available three-year (2021-2023) road accident data provided by the DfT has been reviewed for the local road network in the vicinity of the application site.

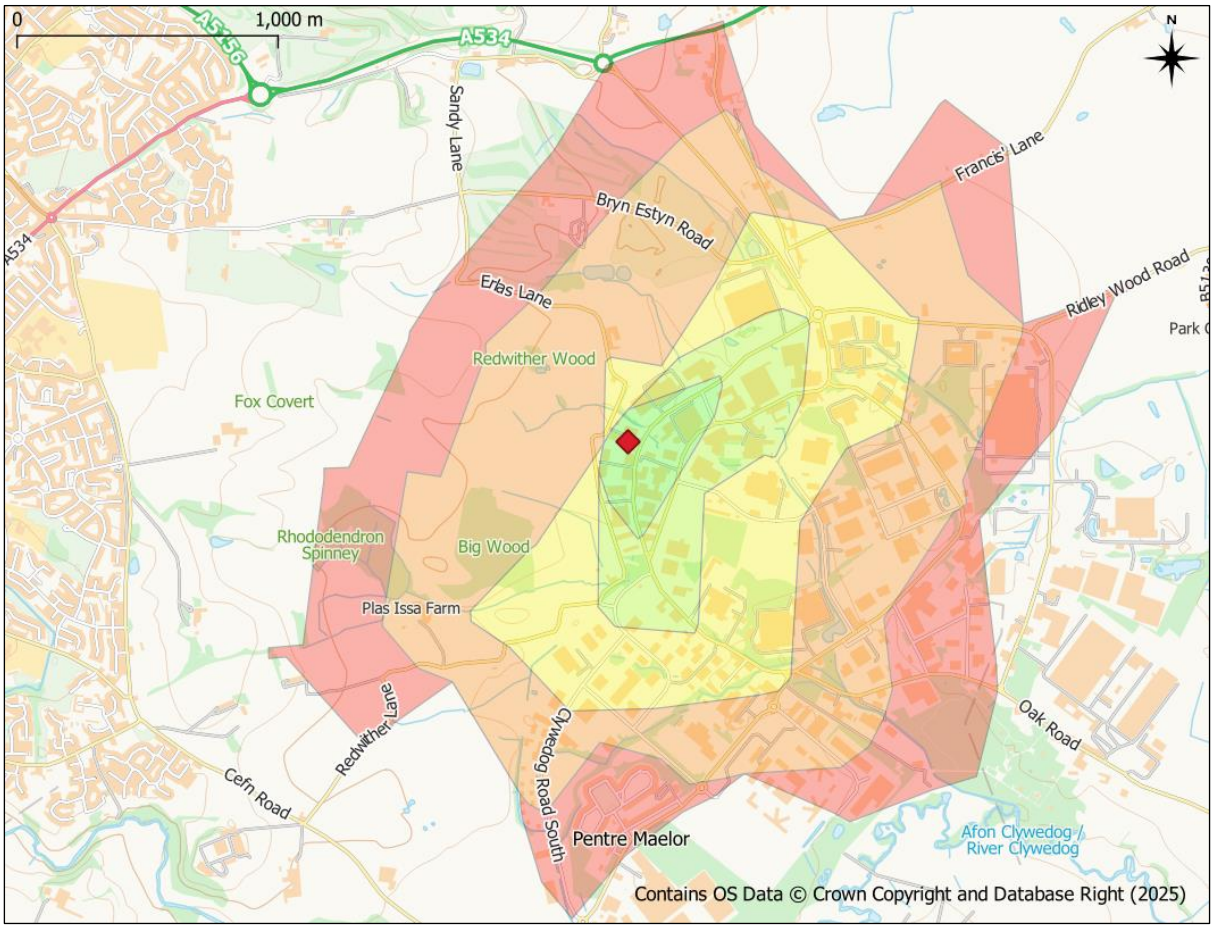
2.8 Within the assessment period, the data shows that no incidents were recorded along Clywedog Road South within 250m either side of the site access, or within the vicinity of the site access arrangements.

2.9 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

2.10 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



2.11 This is plan indicates that Pentre Maelor village is located to the south of the site. The walking catchment largely comprises the wider Wrexham Industrial Estate.

2.12 The nearest bus stop is located on the Bridge Road South, approximately 500m to the south-east of the site, equivalent to a 15-minute walking journey.

2.13 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

2.14 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.

2.15 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

2.16 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 a change of use from an existing agricultural vehicle sales facility to vehicle storage and distribution, for commercial hire. The change of use would see the new facility operate under a *Sui Generis* use.

3.2 The applicant currently operates a commercial vehicle hire facility within Wrexham Industrial Estate, and it is anticipated that all operations from this facility would be moved to the application site.

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

3.4 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

3.5 A total of 14 parking bays will be provided to the south of the vehicle hire building, use made of these bays primarily by staff and occasional customers. Two Electric Vehicle (EV) charging bays will also be made available.

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

3.7 A total of 48 spaces will be made available within the vehicle compound for vehicles which are being returned or prepared to be rented out, which is a significant uplift in the available parking area compared to the current Days Rental Wrexham operation.

3.8 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 operator's extensive experience of managing this site and other similar sites, the proposed parking provision is considered suitable.

3.9 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

3.10 As part of the proposals, both vehicular and pedestrian access and egress will be taken via the existing access arrangements to the east of the site.

3.11 A swept path analysis has been undertaken for a mini bus for access and egress of the site, as the largest vehicle anticipated to access the site, and shown within the previous planning approval for the current Days Rental site, as shown at **Appendix 2**.

Trip Generation

First Principles Approach

3.12 The application at the site seeks a change of use to Sui Generis, to allow the use of the site as a vehicle storage and maintenance facility. It is anticipated that the application site will replace the applicant's existing site in Wrexham Industrial Estate.

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

3.14 The low levels of daily customer visits combined with the access to the off-site storage area means vehicles will only be present at the site for repair, valet or when required for distribution for commercial hire.

3.15 Additionally, information provided by the applicant indicates that all vehicle bookings are made in advance through their on-line booking portal. Given the nature of the proposed vehicle hire centre, it is anticipated that the majority of vehicles will be hired in advance using the online system, where the number of vehicles will be managed according to demand and therefore, the number of vehicles at the site will not overflow on to the wider industrial area.

3.16 As part of the proposals the operating hours of the site are anticipated to be from 08:00 – 17:30 on weekdays and 08:00 – 12:30 on Saturday, where staff will arrive to the site the in the AM period before work and depart the site in the PM period, after work, largely outside of the traditional highway peak hours.

3.17 Vehicle collections and drop-offs are booked via the online portal according to the needs of users where trips to the site are anticipated to be spread across the day.

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

3.19 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.

3.20 The site most recently operated as an agricultural vehicle sales facility, and there would not be any intensification of use of the site as a result of the development proposals.

Summary

3.21 Overall, based on the above trip generation assessment, it is considered that the proposed commercial vehicle hire unit, would not have any material impact on the operation of the local highway network.

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 application for a change of use to allow for the use of the site as a commercial vehicle hire facility, off Clywedog Road South, Wrexham Industrial Estate.

4.2 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 for staff and occasional customers, with 48 spaces available for vehicle storage in the vehicle compound area west of the building on site.

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.

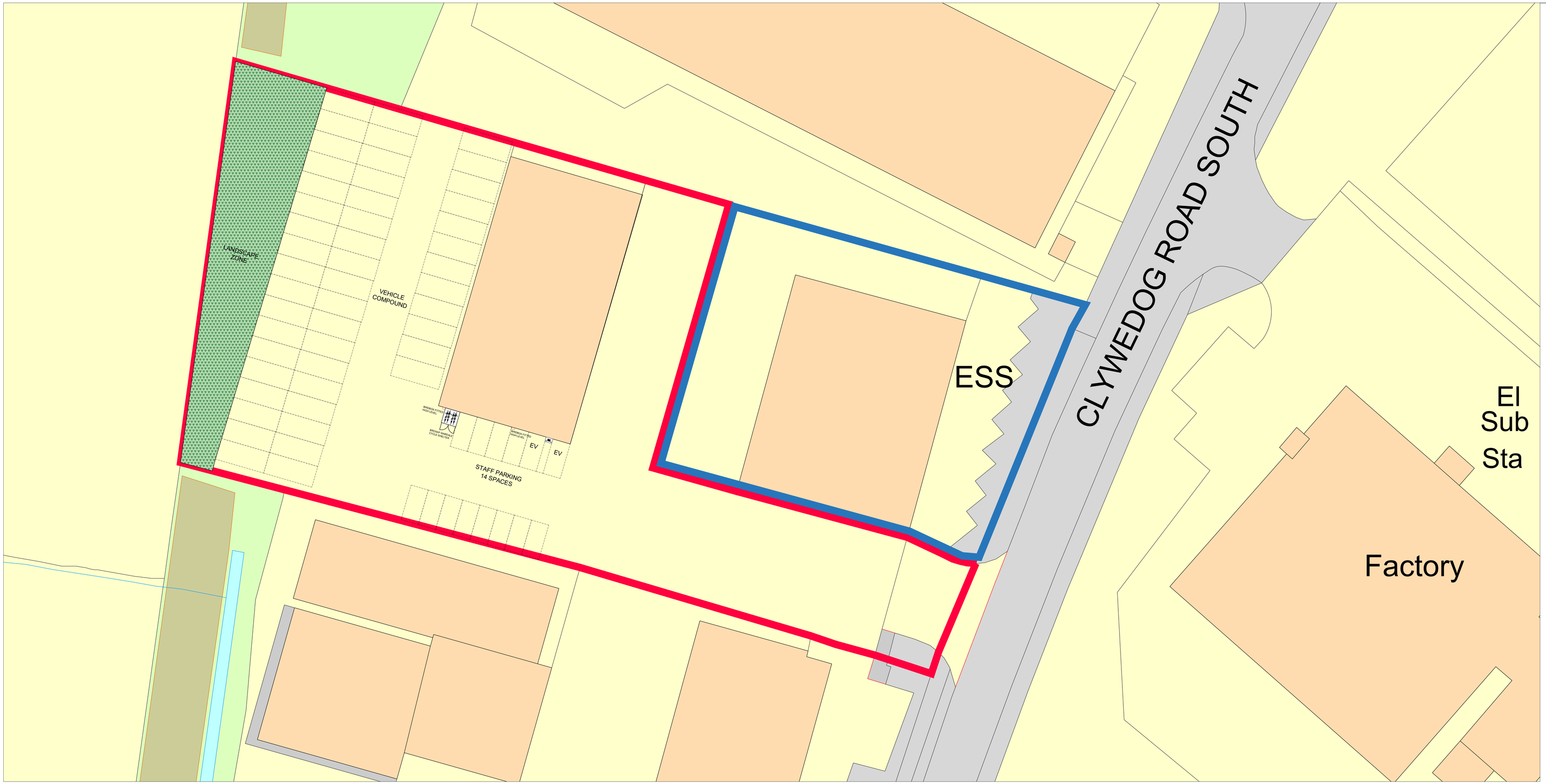
4.6 A first principles approach has demonstrated that the level of vehicular movements associated with the site would be very low and would not constitute an intensification over the existing use of the site.

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.



N

0 2 4 10 20m

1:200

PLANNING

Rev.	Description	By	Date

Opfer Logan Architects

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Client DAYS RENTAL

Project WREXHAM (FORMER MALPAS TRACTOR SITE)

Title SITE PLAN AS PROPOSED

Project No. 22542

Scale 1:200 @ A1

Drawing No. PL-SP-01 Rev.

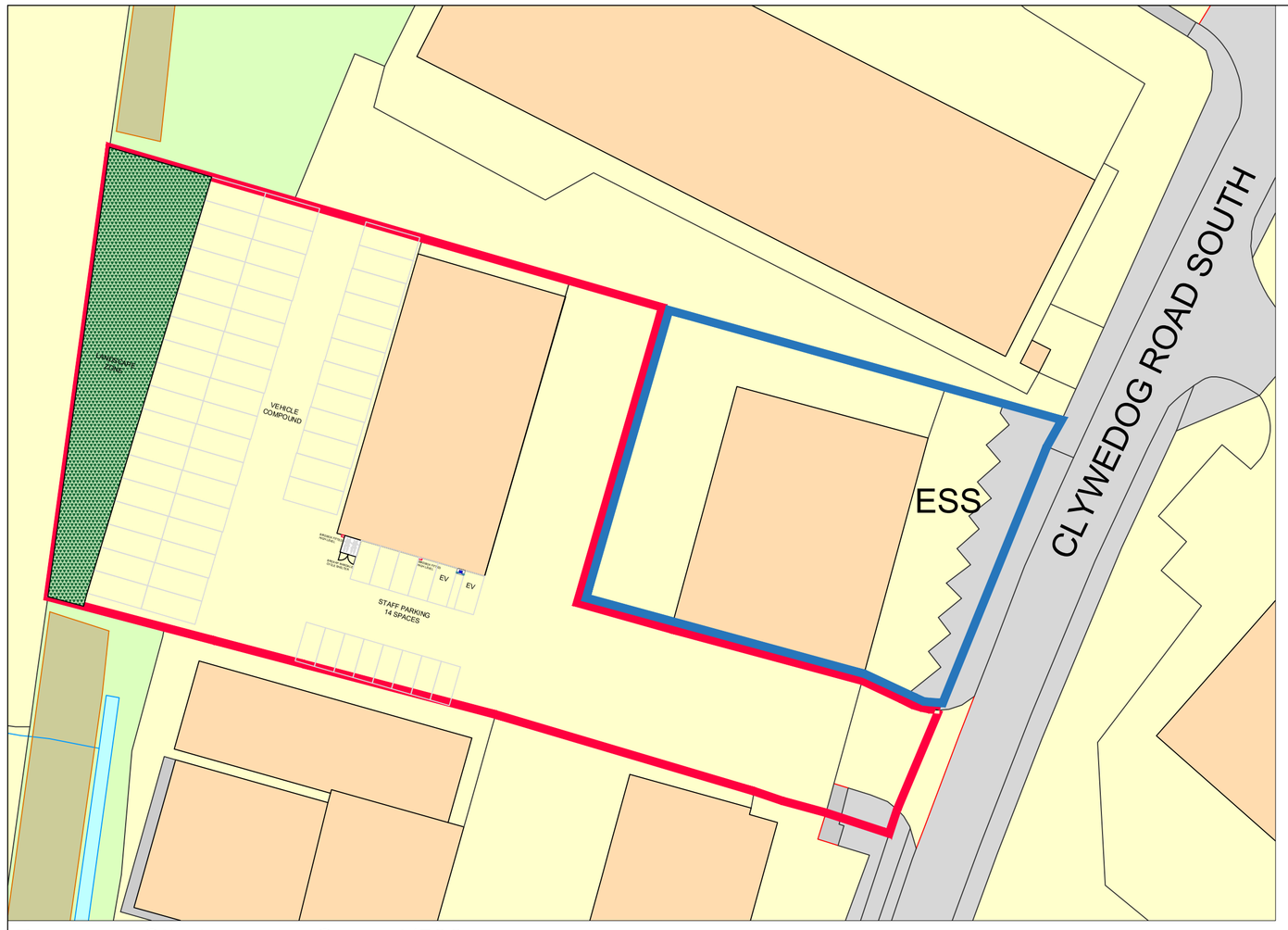
Date JUNE 2025

Drawn By NC Checked by DW

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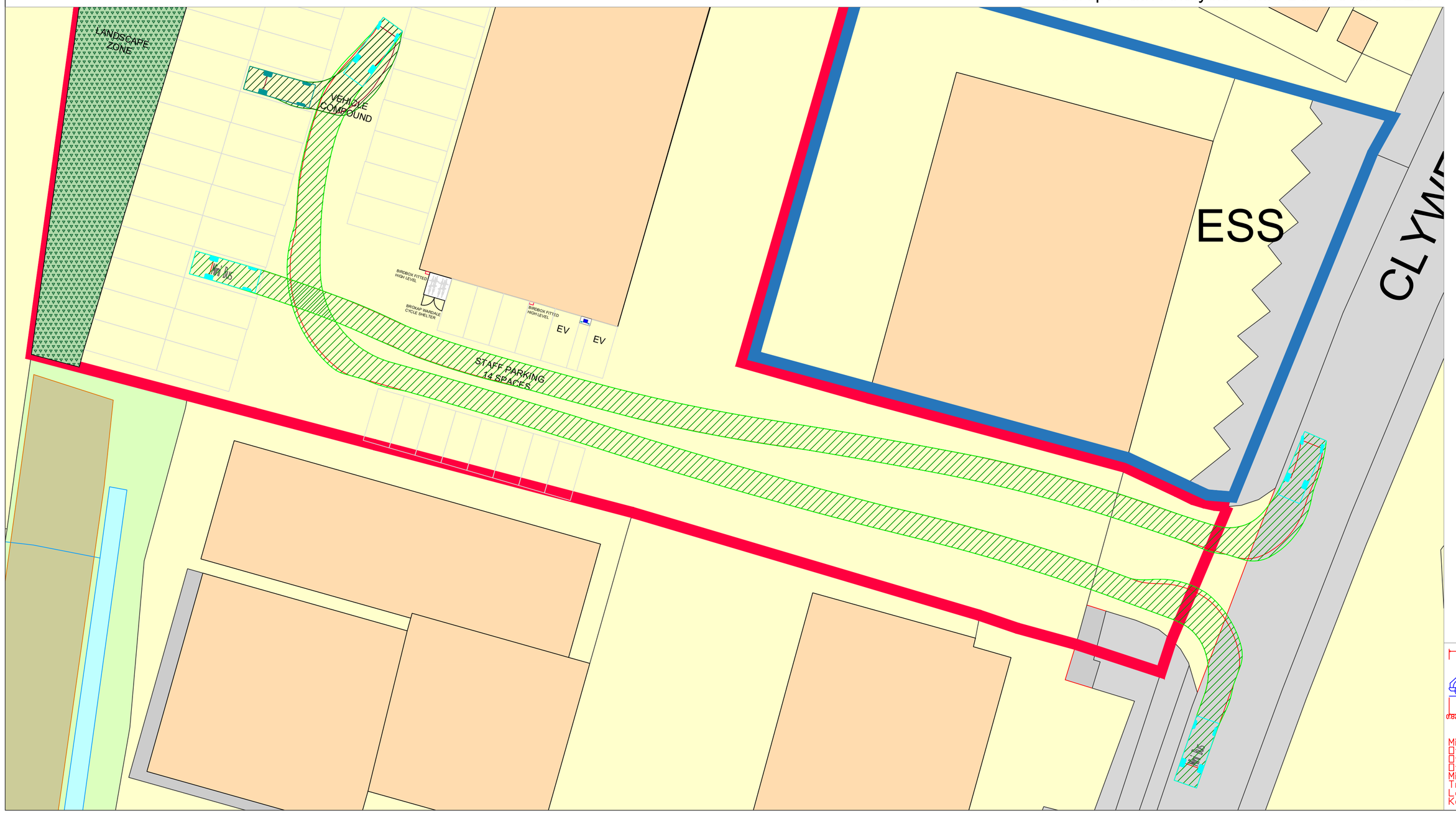
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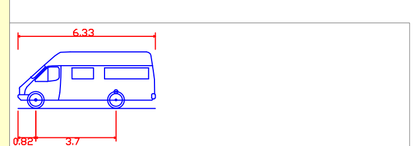
Appendix 2
Swept Path Analysis



Proposed Site Layout - Scale 1/500

Swept Path Analysis - Mini Bus - Scale 1/250





Notes

Rev.	Date	Revisions	Drawn
D	15/07/25	Alternative Site	GS
C	05/09/24	Tracking Update Following Comments	BF
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

Drawing Title

Proposed Site Layout
Swept Path Analysis
Mini Bus

Date	Scale
June 2024	As Specified @ A1
Drawn: BF	Approved: GS

Drawing Number	Rev.
DTP/3705224/ATR001	D