Highways and Transport Statement

Conversion of existing commercial building and outbuildings into 16 no. one and two-bedroom apartments and all associated external works

Wheatsheaf Workshops

High Street

Rhosymedre

LL14 3YE

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1. Introduction

We have been appointed to prepare a highway and transport statement to accompany a planning application for the conversion of the existing commercial building and outbuildings into 16 no. one and two-bedroom apartments.

This report provides an assessment of the highway aspects of the existing site and forms supplementary information to assist in obtaining a planning permission.

2. Existing Site Layout

The development site is located between B5096 High Street and Chapel Street both of which are subject to a 20-mph speed limit.

There are two separate accesses at the existing site; one on to High Street and the other on to Chapel Street.

The existing gated access on to High Street access is 6.5m width with a metal fence panel either side of the gate.
The gates are currently set back 1.9m from the edge of carriageway.

Visibility in an easterly direction is 2.4 x 25m and therefore concurrent with Welsh Government recommendations. To the west visibility is below current recommendations at 2.4 x 12m to the nearside kerb edge.

The existing gated access on to Chapel Street approximately 3m wide. Visibility from the access is substandard due to the proximity of the boundary walls of the building.
The existing gates are 3.5m behind the carriageway edge.

Both accesses have been used frequently over the years to access and egress the car park which served the commercial businesses at the site.

There is currently space for approximately 13 cars to park within the site without the need to double park.

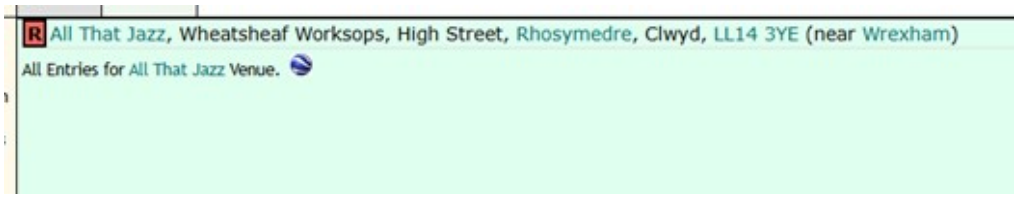
The photograph below shows 13 car parking spaces used at the site in 2009.

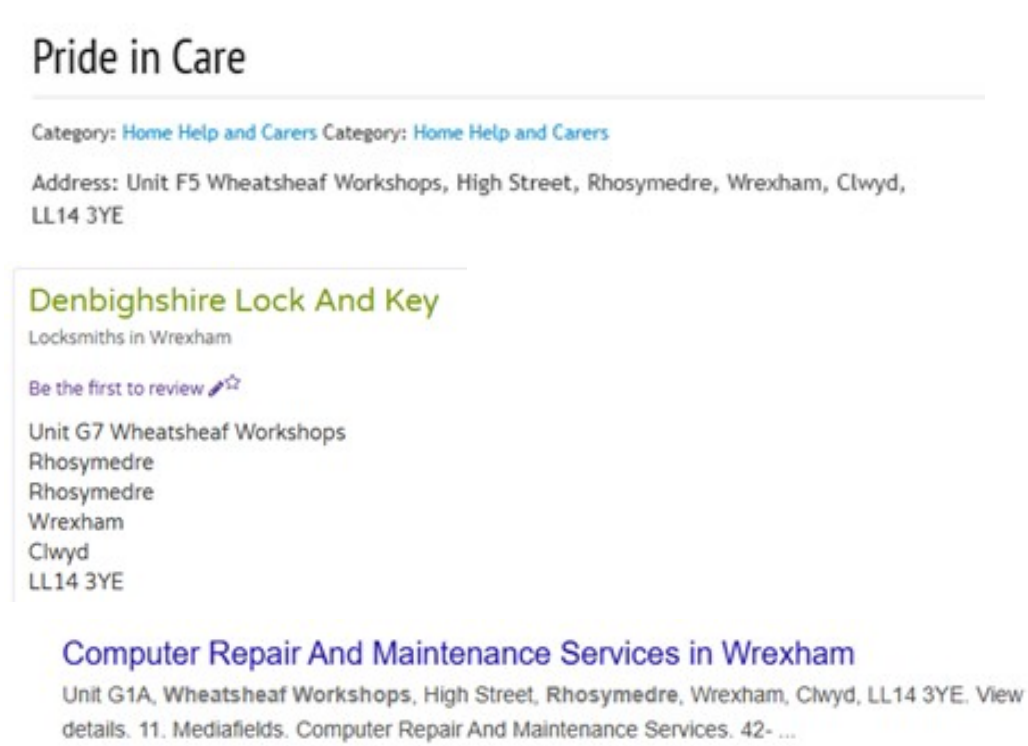


Wheatsheaf Workshops was formerly a Wrexham County Borough Council (WCBC) asset.
We are advised by WCBC Assets departments that there were 24 separate units for lease within the Wheatsheaf Workshops site (including the outbuildings).
WCBC planning department have advised that the units was a mixture of A1 and B1 uses.

Many different businesses operated from the site over the years.
Evidence of the later uses are still visible at the site today.
Google maps also provide evidence from 2009 of various uses at the site.
An online search reveals just a few of the different types of company that has occupied the site in the last 20 years

It includes computer repair and maintenance services, dance schools, wine merchants, lunch time food deliveries, locksmiths, a home care business, a demolition company, dog grooming and holistic therapies to name but a few.





WREXHAM DEMOLITON & DISMANTLING LIMITED Information

Entity	Registered Company
License Number	OG1022243
Address	WHEATSHEAF WORKSHOPS, HIGH ST, RHOSYMEDRE
Location	WREXHAM
Postcode	LL14 3YE

3 **Acs Technology**

0.6 miles Unit G1 Wheatsheaf Workshops, High Street, Rhosymedre - Rhosymedre

Computer service and repair stores, **business** it service and repair, computer repairs and upgrades, computers service and repair, computer **business** services, refurbished computers, service and...

Open, close 5:30 PM | 019788221... | Web page

4 **Hannah Louise Murphy**

0.6 miles Jhj Holistics and Beauty Therapy and Training, Unit F11, The Wheatsheaf Workshops, High Street

Department for work and pensions, alternative and holistic health, holistic medicine practitioner, professional qualification, professional organisations, beauty therapy treatments, beauty and...

The Lunch Run

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Wheatsheaf Workshops, High St, Rhosymedre, Wrexham, Clwyd, LL14 3YE Directions

Bernard's Wine Route

Beer Wine and Spirit (Retail) in Wrexham

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Weatshef Workshops
High Street
Rhosymedre
Wrexham
Clwyd
LL14 3YE

Angela's Country Clipping

Address:	G9 Wheatsheaf Workshops, High Street
Postcode:	LL14 3YE
City/Town:	Rhosymedre, Wrexham
Contacts:	07805 097995
	www.angelascountryclipping.weebly.com
Category:	Dog Grooming in Rhosymedre
	Pet Services in Rhosymedre

Top Hat & Tails Stage School

Address:	Unit G1b, Wheatsheaf Workshops, High St
Postcode:	LL14 3YE
City/Town:	Rhosymedre, Wrexham

These represent just some of the businesses in the last few years. Some of them took over three or four units, others just used individual units. Some of the businesses such as dance schools, dog grooming and wine merchants could themselves alone have attracted scores of customers between them each and every day.

The existing building floor area is approx. 1275 sq.m.

The site has an extant A1 /B1 planning class use.

At its peak when all business units operated there would have been a significant number of people working at the site, driving to and from the site, parking within and in close proximity to the site, and potentially scores of visitors throughout each day and into the evenings visiting the site by car, on foot, by bike or by bus.

There is a bus stop 10m from the site; the 2 and 2A service both have an hourly frequency taking passengers to destinations between Wrexham and Oswestry

There are two more bus stops 200m away on Rock Road which give access to destinations between Wrexham and Oswestry. The 2C has a 30-minute frequency and the 5 an hourly frequency.

The site is therefore very well connected to employment centres in Wrexham and Oswestry. The bus service also connects travellers to the train station at Ruabon with connections to Wrexham, Chester, Shrewsbury and beyond.

The site is within easy walking distance (300m) of Cefn Mawr village centre; there are takeaways, a pharmacy, public houses, churches, football fields, a country park, supermarket and two schools within easy walking distance. The site is in highly sustainable location.

3. Development Proposals

The submitted plan demonstrates a proposal to convert 1225 sq.m of workshops space into 16 one and two bed apartments

Each individual apartment will have a dedicated parking space within the curtilage of the existing site.

The main site access on High Street has been used for years to serve the site car park. The access will be altered to improve visibility and manoeuvrability. The wrought iron fencing to the west of the access and the wrought iron gates will be removed. This will increase visibility from 2.4m x 12m to 2.4m x 18m in the westerly direction.
The access will be a minimum of 4.8m width as requested by the highway authority.
The removal of the gates will ensure that no vehicle will have to sit and wait within the highway while the gates are opened.

The access on to Chapel Street has similarly been used for entering and leaving the site. The current access on to Chapel Street features 8 drop kerbs and a transition kerb either end.
The access will be amended to allow 3 car parking spaces 2.5m wide to be constructed – this will require 9 drop kerbs and two transition kerbs an increase of just one drop kerb. Any existing drop kerbs which are not required by the existing site access will be fully reinstated to footway level.

There is adequate room within the site for the turning of a large transit van.

The plans show a shortfall of 12 parking space on the maximum standards required by LPGN no 16; however, it has been determined at previous planning appeals in Wrexham that it is inappropriate to apply

LPGN 16 as minimum standards.

The site is in a sustainable location in the village of Rhosymedre, just 300m walk from the central shopping area of Cefn Mawr; there is a supermarket, shops, pharmacy, public houses and schools all within easy walking distance of the site. There is a regular bus service on both the High Street and Rock Road; both stops are within 10m and 200m of the site respectively, the availability of a regular bus service in close proximity to the site ensures that there is no essential need to own a car to reach everyday destinations.

4. Traffic generation

The site has an extant permission under A1/ B1 class use for 24 business units i.e. 1275 sqm of business / shop use.
The site could be refurbished and open under the same use class without the need for any planning permission; this is a material consideration in assessing the site as a whole.

It is therefore important to compare the potential traffic generated by the extant use of the site and the proposed conversion to apartments.

The business use contained 24 separate units; all of which could potentially have been used individually by 24 separate owners; although some businesses took on 3 or 4 units depending on their operational needs.

It is not unreasonable to assume that for each unit a minimum of 4 traffic movements per day could be expected for staff alone. (in a.m., out lunch, in lunch, out p.m.)
If we also consider visitors to the site, it is not reasonable to assume as an absolute minimum that each unit could have attracted 1 visitor per day

24 units x 4 staff traffic movements = 96
24 units x 2 customer traffic movements = 48
144 traffic movements per day

This figure probably represents an absolute minimum of the traffic potential for a development of 24 business units; it doesn't take into account the scores of daily customers visiting businesses such as dog grooming, dance classes and wine merchants all of which have potential for significant visitor numbers every day.
It is quite feasible that the site would generate well in excess of the 144 movements quoted above.

An apartment in a sustainable location close to shops, entertainment and bus stop will generate no more than 6 movements per day.
The Council have accepted figures of approximately 6 traffic movements per day for developments featuring 2,3- and 4-bedroom houses; so, it's highly unlikely that 1 and 2 bed apartments will generate anything like that figure; however, for the purposes of a robust comparison if we assume 6 per apartment then that generates 6 x 16 traffic movements = 96 per day.
This is quite probably an over estimate of the likely traffic generation.

In 2020 WCBC approved a development of twelve 2 bed dwellings at Bonc Wen in Rhos (P/2020/0725)

TRANSPORT TECHNICAL NOTE: Residential Development, Bonc Wen, Rhosllanerchrugog, Wrexham 5

2.5 Traffic Impact

The development site is to comprise of 12 affordable dwellings. An interrogation of the TRICS database has been undertaken to determine the vehicular generation a development of this size is likely to create during a standard weekday. A summary of the forecast trip generations calculated from the TRICS data is presented in Table 1, whilst a copy of the TRICS report is appended to this Transport Note.

Table 1: Forecast Trip Generations

Vehicular	AM			PM			Daily
	Arrival	Dept'ure	Total	Arrival	Dept'ure	Total	
Residential Trip Rates (Affordable)	0.147	0.324	0.471	0.301	0.243	0.544	4.721
Trips	2	4	6	4	3	7	57

The traffic generation for the 12 dwellings was estimated to be just 57 trips per day (just 4.75 traffic movements per house daily); a quick calculation for the 16 proposed in Rhosymedre would give a figure of 76 traffic movements.
This suggests that the figure of 96 that we have used is very robust in this instance.

There is clearly a reduction in potential traffic generated at the sites by changing use from the extant A1 B1 business to residential use. The traffic generation comparison between the extant use and the proposed residential use is not even close.

In terms of traffic generation, it is significantly better to accept the proposed residential use at the site rather than the business use.

There can therefore be no justifiable reason for any concerns over traffic generation at the site as the road and the site access has already catered for a far more onerous traffic generation with no apparent detriment to highway safety (see accident data Appendix 1)

5. Response to Highway Department memorandum

The highway memorandum has made comments on a number of issues regarding the proposed site layout

Proposed Site Layout (Drg. No. WW/PD/08a)
Main Access

The proposed main access off the High Street is indicated at being only 4.5m wide to access the main car park. The LHA recommend that this is widened to a minimum of 4.8m and indicated on a

revised layout plan with appropriate visibility splays. No gates shall be erected across the proposed access.

The existing access has been used for years to serve the 24 existing business units at the site. The existing site has been shown to have a potential traffic generation well in excess of that likely to be generated by the proposed change of use.

The accident records show that there has been no recorded injury accident record at or near the access in the past 5 years

It is not therefore considered necessary or justifiable to amend the existing access. However, it has been agreed that the main access into the site will be a minimum of 4.8m wide as requested by the highway authority.

Visibility in the westerly direction will also be improved by removing the existing wrought iron side railings west of the access. Visibility will increase by 50% from 12m to 18m; thus, providing a significant improvement to highway safety.

The existing gates will also be removed to ensure that free movement at the access is maintained; and that no vehicle has to wait on the highway for the gates to be opened or closed; providing another significant gain for highway safety

Parking & Turning Provision

Adequate parking & turning provision will need to be provided in accordance with LPGN 16 requirements.

The proposed development would require a maximum of 28 spaces in accordance with LPGN 16 requirements. However, the

proposed layout plan only indicates the provision of 16 spaces which represents a significant shortfall from maximum parking standards (i.e./ 43% shortfall). The LHA raise concerns regarding this level of parking provision.

The existing /extant site usage for 24 A1/ B1 business units required parking well in excess of that required for the proposed change of use.

For A1 shops LPGN 16 recommends 1 space per 15 sqm
For B1 business LPGN 16 recommends 1 space per 30 sqm

If we assume that the whole of the site had an A1 business use (the higher parking requirement); the recommendations of LPGN 16 state 1275 sqm at 1 per 15 sq.m i.e. 85 car parking spaces

Were we to assume the whole site was B1 use that figure would be 42 spaces (1275 sq.m at 1 space per 30 sq.m = 42)

So even the lower requirements (42 spaces under B1 use) specified by LPGN 16 is significantly higher than the figure for residential use (28 spaces).

The site could be refurbished and reopen as 24 business units without any requirement for a planning application.

If the A1 B1 use was started again, WCBCs own guidance would indicate a significant shortfall in parking provision alongside a significant increase in traffic generation.

In consideration of the proposed level of parking provided for the residential development LPGN 16 states that:
Where developments are close to local services and facilities and/or are in areas where people are able to walk and cycle to them or travel

to them easily by public transport.it may be appropriate for less onsite parking to be provided than for developments in remoter areas.

It states that the car parking standards set out below are maximum standards for each land use category.
The plans show a shortfall of 12 parking space on the maximum standards required by LPGN no 16; however, it has been determined at previous planning appeals in Wrexham (and across the country) that it is inappropriate to apply LPGN 16 as minimum standards.

The site is in a sustainable location in the village of Rhosymedre, just 300m walk from the central shopping area of Cefn Mawr; there is a supermarket, shops, pharmacy, public houses and schools all within easy walking distance of the site. There is a regular bus service on both the High Street and Rock Road; both stops are within 10m and 200m of the site respectively. The availability of a regular bus service in close proximity to the site ensures that there is no essential need to own a car to reach everyday destinations.

Given previous planning appeal decisions on car parking standards and Welsh Government guidance to reduce the need for cars then there is no justifiable reason to object on the grounds of inadequate parking provision.

There has been other site granted in close proximity to this site in similar sustainable situations where the council officers have willingly reduced parking requirement for 1 and 2 bed apartments to just 1 space per apartment.

P/2017/0319 Engedi Chapel Brymbo
2-bedroom apartments
LPGN recommendations for 2 parking spaces
WCBC highways / planning accepted 1 space per two bed apartments

P/2017/0217 Nant Court Brymbo

2-bedroom apartments

LPGN recommendations for 2 parking spaces

WCBC highways / planning accepted 1 space per two bed apartments

There are instances all across the county where the requirements for a 1 bed apartment (1.5 spaces) were reduced to 1 space.

There are applications just 400m away in Cefn centre where applications have been granted without any parking provision on the basis that the existing use required more; a similar situation to this where the proposed use and proposed parking is better in highway terms than reopening the existing use.

P/2020/0266 HSBS Bank Well Street Cefn

This site is just 400m to the west of the development site.
According to LPGN 16 the existing bank required 11 parking spaces - the proposed development of seven one bed apartments also required 11 spaces although no spaces were proposed. WCBC highways /planning accepted that the development could progress without any parking provision due to the sustainability of the site and the extant use of the site

The shortfall in parking for the proposed residential use is significantly less than the extant use. It is therefore contended that the parking spaces provided is adequate for the proposal.

Given previous planning appeal decisions on car parking standards and Welsh Government guidance to reduce the need for cars then there is no justifiable reason to object on the grounds of inadequate parking provision

Parking Spaces proposed off Chapel Street

There are 3 spaces indicated off a driveway on Chapel Street. No details of the proposed / required lateral and pedestrian visibility splays have been indicated on the submitted plan. These spaces would benefit from being re-located within the main car park and the existing access off Chapel Street being reinstated to full height footway construction. The LHA recommend that the above detail is indicated on a suitably scaled plan.

Lateral and pedestrian visibility have been demonstrated on the proposed plan

The existing access has no control over numbers of cars using that access. Visibility is below standard.

The revised proposal improve visibility for the proposed spaces and this is set out on the revised plan. The proposed parking arrangement will ensure that movement through the existing substandard access is ceased. There will be a lower traffic generation on Chapel Street as result of changing the access to three individual spaces, The revised access will feature just one additional drop kerb so the loss of existing space for on street parking along Chapel Street is negligible.

Given the reduction in traffic movement out of the site access onto Chapel Street then the scheme is beneficial to beneficial to highway safety

Turning Provision

Adequate turning provision will need to be provided for delivery vehicles and a refuse vehicle within the curtilage of the site.

No details of the likely size / length of delivery vehicles that will visit the site have been provided. The LHA recommend that swept

path details (using standard swept path software) of the largest vehicle likely to visit the site are provided indicating how the vehicle will access, turn, park and exit the site in both directions when the car park is fully occupied and the on-street parking bays are fully occupied.eg/ medium sized delivery vehicle and refuse vehicle.

Vehicles will be restricted in length to long transit vehicles similar to an Amazon van. This can be secured by condition.

Cycle Parking / Storage

Adequate cycle parking / storage will need to be provided in accordance with LPGN 16 /Active Travel Guidance.

The LHA has forwarded the submitted plans / details to the WCBC Active Travel Section for comment. The LHA will forward any comments when they are received.

We are awaiting comments from WCBC waste officers regarding the cycle parking provision

Traffic Generation

No details of the existing / proposed daily vehicle movements through the existing accesses have been provided. The LHA recommend that this information is provided.

Part 4 of this report deals with traffic generation. The extant A1/ B1 planning use of the site for 24 business units would potentially generate significantly more traffic than the proposed change of use to residential

The site could recommence the extant use of the site without planning permission which could lead to significant traffic generation in the vicinity of the site.
The proposed reduction in traffic generation should be welcomed by the highway authority as an overall benefit to highway safety.

Highway Improvements

Existing on-street parking bays

There are existing on-street parking bays (limited to 20mins waiting) located opposite the site along High Street. If the application is supported, the LHA may require the existing parking bay(s) to be modified to improve access into and out of the main access. The LHA has requested further clarification from the applicant on previous / proposed traffic generation at the site including swept paths in order to determine what improvements may be required. Such modifications would require public consultation and may well be met with opposition from local residents / shop owners.

The existing bays have been in location for a number of years; just as the access to the car park has. The car park has been used to serve 24 business units for years.
There is no reason why the proposed change of use would in any way impact on the existing on street car parking area as they have operated simultaneously for years without incident.
The reduction in traffic generation should potentially make the access and the road safer.

There is no current restriction on the size of vehicle entering the car park under its extant planning use.

However, the developer is willing to limit the size of vehicles entering the car park to allay in concerns that the highway authority has. This should ensure that there is no requirement to amend or alter the existing on street short stay parking facilities.

Waste / Recycling

It is not clear whether the proposed development will be serviced by the Local Authority or via a private waste company. Refuse collection / recycling cannot be serviced from the adjoining highway as it is likely to impede flows along the High Street. The LHA recommend the applicant clarifies this detail.

The LHA have forwarded the submitted plans / details to the WCBC Waste / Recycling Section for comments. The LHA will forward any comments when they are received.

We are awaiting comments from WCBC waste officers regarding the collection of bins

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommend that any consent includes a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

A CTMP will be provided should the application be approved

6. Conclusion

The site already has an established/permitted use which historically generated traffic to and from the site.

The site has an extant planning permission under A1 / B1 class use.

It is essential that the extant use is considered when the application is assessed by WCBC highway /planning officers as it a material planning consideration.

Parking

According to WCBC LPGN 16, parking standards for the extant use of the site is well in excess of the parking recommendations for the proposed change of use.

i.e. Parking demand for the proposed C3 use is significantly less than that of its existing and permitted uses.

The parking spaces proposed for the new development equate to 1 space per apartment.

The level of parking proposed has been approved by WCBC highway and planning officers at various similarly sustainable sites across the county.

Traffic Generation

A comparison of traffic generation between the extant use as 24 business units with A1 / B1 planning class use and its proposed use for 24 apartments demonstrates that the extant consented traffic generation is potentially well in excess of that which is likely from the change of use.

Access

The access has been used without any apparent problems for years. The width will be maintained at 4.8m as requested by the highway

authority. Visibility will be improved by the removal of the existing wrought iron rail fence panel west of the access.
The existing gates will be removed entirely.
Access in to the car park will be restricted to a maximum length of an Amazon transit vans
Given the restriction on vehicle size there is no requirement to amend any existing on street short stay parking provision.
The visibility improvements along with the restrictions on vehicle size will provide benefits to highway safety in the vicinity of the site.

Chapel Street Access

The access into the car park be closed off to vehicles in perpetuity.
Three individual parking spaces will be provided by removal of part of the outbuilding.
The three spaces will result in reduced vehicle use along Chapel Street in comparison to its existing uncontrolled access.
The three spaces will require an additional drop kerb to help create a safe access; this is just 0.9m more than the existing drop access. The loss of 0.9m of parking space is considered to be negligible.

Turning Provision

There is clearly adequate space within the curtilage of the site for vehicles to make a 3 point turn even when the car park is fully occupied.

The site has an established /permitted use which has historically generated traffic to and from the site.

The traffic generation figures for the scenarios above demonstrate that the proposed residential use will generate significantly less vehicular movement than the existing and permitted uses.

The extant use also requires significantly more parking spaces than the proposed use. It can therefore be concluded that the proposed change of use would be of no detriment to highway safety in the vicinity of the site.

It is considered that there is no justifiable reason to refuse the application on highway grounds.

7. Appendix 1

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, January 13, 2021	**Time of Crash:**	12:55:00	**Crash Reference:**	202160Z005817
Highest Injury Severity:	Slight	**Road Number:**	B5096	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	1
Local Authority:	Wrexham			**OS Grid Reference:**	328439 342552
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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crashmap.co.uk

Validated Data

Crash Date: Wednesday, January 13, 2021 **Time of Crash:** 12:55:00 **Crash Reference:** 202160Z005817

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	46 - 55	Vehicle is moving off	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Report Generated: 8/3/2025 8:04:21 Page 2 of 2

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