MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0560 Res(2)	**Your Ref:**	P/2025/0560
Date:	20/11/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: WID DEFNYDD UNED I ALLUOGI STORIO A CHYNNAL A CHADW CERBYDAU YN GYSYLLTIEDIG Â'U LLOGI MASNACHOL A DATBLYGIAD CYSYLLTIEDIG (DEFNYDD SUI GENERIS) / CHANGE OF USE OF UNIT TO ENABLE STORAGE AND MAINTENANCE OF VEHICLES LINKED TO THEIR COMMERCIAL HIRE AND ASSOCIATED DEVELOPMENT (SUI GENERIS USE)

LOCATION: GARRON HOUSE, CLYWEDOG ROAD SOUTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9XS

I refer to your consultation / email dated 18/11/2025 including submitted layout plan (Drg. No. PL-SP-01 Rev B) & Swept Path Plan (Drg. No. DTP/3705224/ATR001 Rev F) in respect of the above.

General

The development site comprises the proposed change of use of the former Malpas Tractors business (agricultural machinery dealership and parts distributor), comprising two industrial buildings alongside hardstanding for storage and car parking. The proposed use as a vehicle hire centre relates to the western portion of the site. It is understood that the existing unit nearest the main access will be marketed / leased for a separate business.

As the 2 units are being separated impacting on future available parking & turning provision for the remaining unit, the LHA assume that a separate application will be required for any future use.

It is understood that the existing car / van hire business operating at a site off Abenubury Way (WIE) will be closing and re-locating to the proposed development site off Clwywedog Road South.

Access

The proposed development site is located on Clywedog Road South which is an unclassified road subject to a 40mph speed limit.

Based on typical speeds of 40mph, any proposed / existing access would require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN18.

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

The existing access is approximately 11m wide with 6m radii and is gated at around 13m behind the edge of carriageway where the access reduces to a width of 5.9m. The access is hard paved and slopes towards the highway.

It is assumed that any gates at the access will remain open during operating hours.

Parking & Turning 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 understand that the proposed development will employ 9 full time staff and vehicle collections and drop-offs will be booked via an online portal according to the needs of users where trips to the site are anticipated to be spread across the day. **If the application is supported, the LHA recommend that a suitable condition is included which requires the above booking system to ensure that trips are staggered distributed throughout the day.**

The proposed parking provision indicated on the submitted plan (Drg. No. PL-SP-01 Rev B) which is detailed as being laid out with white lining materials is considered acceptable.

The submitted layout plan indicates the provision of 48 no. 7m x 2.4m spaces located to the west of the vehicle hire building (ie/ outside) which are indicated as parking for vans. There are also 14 no. 2.4 x 4.8m spaces marked out to the south of the vehicle hire building for use by staff and customers including 2 spaces to mobility standards. There are also 2 electric vehicle (EV) charging bays provided. If the application is supported, **the LHA recommend that all parking spaces are marked out on site with white lining materials.**

Hire vans & cars are currently being stored at the site and it is understood that the westerly building will also be utilized to store hire vehicles. This building is proposed to accommodate 6 vans and 15 cars.

The proposed spaces to the rear of the site (west) only have clearance for turning between spaces of 6m which is acceptable for a car to maneuver but not necessarily a van. The submitted swept path plan indicates that a 6.3m long mini-bus / van could maneuver into the these spaces although this is tight. However, the plan does not indicate this vehicle turning out of the space when vehicles are parked either side. **The more awkward spaces for a van / mini bus to access would be those located on the northern boundary. Details of the inward & outward movements for the same vehicle utilizing these spaces should also be provided. The LHA request this detail is provided.**

When visiting the site on 17/09/25 a larger transporter vehicle and a number of longer rigid box vans (just over 7m in length) were parked on site. However, if only swept path details of a 6.3m long van have been provided then it is assumed that this is the maximum size of vehicle anticipated and this could be stipulated as the maximum length permitted at the site within a suitable condition ie/ Car Parking Management Plan (CPMP).

Car Parking Management Plan (CPMP)

The LHA understand that the proposed development will employ 9 full time staff and vehicle collections and drop-offs will be booked via an online portal according to the needs of users where trips to the site are anticipated to be spread across the day. **If the application is supported, the LHA recommend that a suitable condition is included which requires the above booking system to ensure that trips are staggered distributed throughout the day.**

If the application is supported, the LHA recommend that a condition is included for a Car Parking management Plan (CPMP) which includes such details as (but not limited to):-

- Requirement for a customer booking system to ensure that trips in and out of the site are staggered throughout the day.
- Maximum number of vehicles anticipated to be stored on site at any one time.
- the maximum size / length of vehicle anticipated at the site.
- A statement that no vehicles associated with the business shall park on the adjoining highway.

Active Travel

Adequate cycle parking / shelter will need to be provided for the proposed development.

The submitted cycle parking provision / shelter is considered adequate.

Traffic Generation

The previous use of the site as an agricultural machinery dealership and parts distributor would have generated a significant number of daily vehicle movements. The proposed use as a car / van hire centre also has the potential to generate a significant number of daily vehicle movements. However, it is not anticipated that the proposed development will have any significant detrimental impact on the local highway network compared with its previous use. As previously raised, the LHA would recommend that an appropriate customer booking system is conditioned to stagger vehicle movements throughout the day.

Conclusion

In conclusion, the LHA request the following information:-

- Swept Path Details
  The proposed spaces to the rear of the site (west) only have clearance for turning between spaces of 6m which is acceptable for a car to maneuver but not necessarily a van. The submitted swept path plan indicates that a 6.3m long mini-bus / van could maneuver into the these spaces although this is tight. However, the plan does not indicate this vehicle turning out of the space when vehicles are parked either side. **The more awkward spaces for a van / mini bus to access would be those located on the northern boundary. Details of the inward & outward movements for the same vehicle utilizing these spaces should also be provided. The LHA request this detail is provided.**

Supplementary Notes

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



On behalf of Chief Officer, Environment & Technical

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.