MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0882	**Your Ref:**	P/2025/0882
Date:	21/01/2026		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD DEPO BYSIAU I DDOSBARTH CYMYSG B1/B2 (ATGYWEIRIO A WELDIO CEIR) A'R HOLL WAITH CYSYLLTIEDIG / CHANGE OF USE OF BUS DEPOT TO MIXED CLASS B1/B2 (CAR REPAIRS AND WELDING) AND ALL ASSOCIATED WORKS

CENTRAL GARAGE, KING STREET, ACREFAIR, WREXHAM, LL14 3RH

I refer to your consultation / email dated 24/11/2025 in respect of the above.

Access

The proposed development site is located on the B5096 King Street which is a classified road subject to a 20mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access appears adequate in both directions providing splays in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. **The LHA recommends the applicant indicates the full extent of the proposed splays from the existing / proposed access on a suitably scaled layout plan.**

The existing access (dropped kerb) is approximately 12.5m wide reducing to 6.7m wide at 6.5m behind the edge of carriageway. The access is gated at this point. If the application is supported, the LHA recommends a suitable condition is included which requires any gates to remain open across the full access width (ie/ between existing brick pillars) during operational hours. The access is surfaced with hard bound materials.

An Aco drain or similar will be required across the access where the access falls towards the adjoining highway.

Parking & Turning Provision

It is assumed that the proposed element of B1 office use is ancillary to the overall Class B2 business (garage) use. On this basis, the proposed garage would require a maximum of 1 car space per 50m^2 gfa. Based on a total proposed floor area of 419m^2 , the proposed garage would require a maximum of 8 spaces in accordance with LPGN requirements. The LHA would consider this level of parking provision to be low for such a development. Typically, garages of this nature have the potential to attract more cars and therefore a greater parking demand. **The LHA recommends the applicant provides details of the likely number of vehicles (including type of vehicle and size/length) that will be on site awaiting repair / servicing, typical vehicles they will use to operate the business and their size /length (eg/ pick-up trucks), number of staff vehicles and typical number of customers likely to arrive by car each day.**

Subject to the submission of such information, it may be considered appropriate to include a condition for a Car Parking Management Plan (CPMP) to limit the potential for any potential on-street parking.

Swept Path Details

The LHA recommends that the applicant provides swept path details of the maximum size / length of vehicle likely to visit the site entering, parking, turning and exiting the site in both directions.

The LHA recommend that applicant submits a suitably scaled layout plan indicting parking and turning provision at the site. If the application is supported, the LHA recommend the proposed parking and turning areas are marked out with white lining materials in accordance with LPGN 16 requirements.

Cycle Parking / Storage

The submitted plans do not indicate any proposed cycle parking / storage provision as required by LPGN 16 / Active Travel Guidance requirements. **The LHA recommend that adequate cycle parking provision (including cover / shelter) is indicated on a revised layout plan (including annotated dimensions).**

Traffic Generation

It is understood that the site previously operated as a bus depot. No details of the existing / proposed daily traffic generation have been provided. **The LHA recommends the applicant submits a detailed Transport Statement which includes existing and proposed daily traffic generation / TRICs details.**

Waste / Recycling

It is assumed that the waste / recycling servicing arrangements will operate in a similar manner to the previous business being managed by a private waste contractor.

Conclusion

In conclusion, the LHA request the following information:-

- **Access / Visibility**

  The proposed development site is located on the B5096 King Street which is a classified road subject to a 20mph speed limit.

  Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

  The LHA recommends the applicant indicates the full extent of the proposed splays from the existing / proposed access on a suitably scaled layout plan.

- **Parking & Turning Provision**

  The LHA recommends the applicant provides details of the likely number of vehicles (including type of vehicle and maximum size/length) that will be on site awaiting repair / servicing, typical vehicles they will use to operate the business and their size /length (eg/ pick-up trucks, delivery trucks), number of staff vehicles and typical number of customers likely to arrive by car each day.

  Subject to the submission of such information, it may be considered appropriate to include a condition for a Car Parking Management Plan (CPMP) to limit the potential for any potential on-street parking.

  Swept Path Details
  The LHA recommends that the applicant provides swept path details of the maximum size / length of vehicle likely to visit the site entering, parking, turning and exiting the site in both directions.

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- **Traffic Generation**

  It is understood that the site previously operated as a bus depot. No details of the existing / proposed daily traffic generation have been provided. **The LHA recommends the applicant submits a detailed Transport Statement which includes existing and proposed daily traffic generation / TRICs details.**

KW Edwards

Contracts & Engineering Manager

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 184/171 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.