www.coraiht.com

Central Garage, King Street, Acrefair, Wrexham, LL14 3RH

Transport Statement

Final Report for:

Mr Price

February 2026

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Infrastructure Highways Transport

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1.0 INTRODUCTION

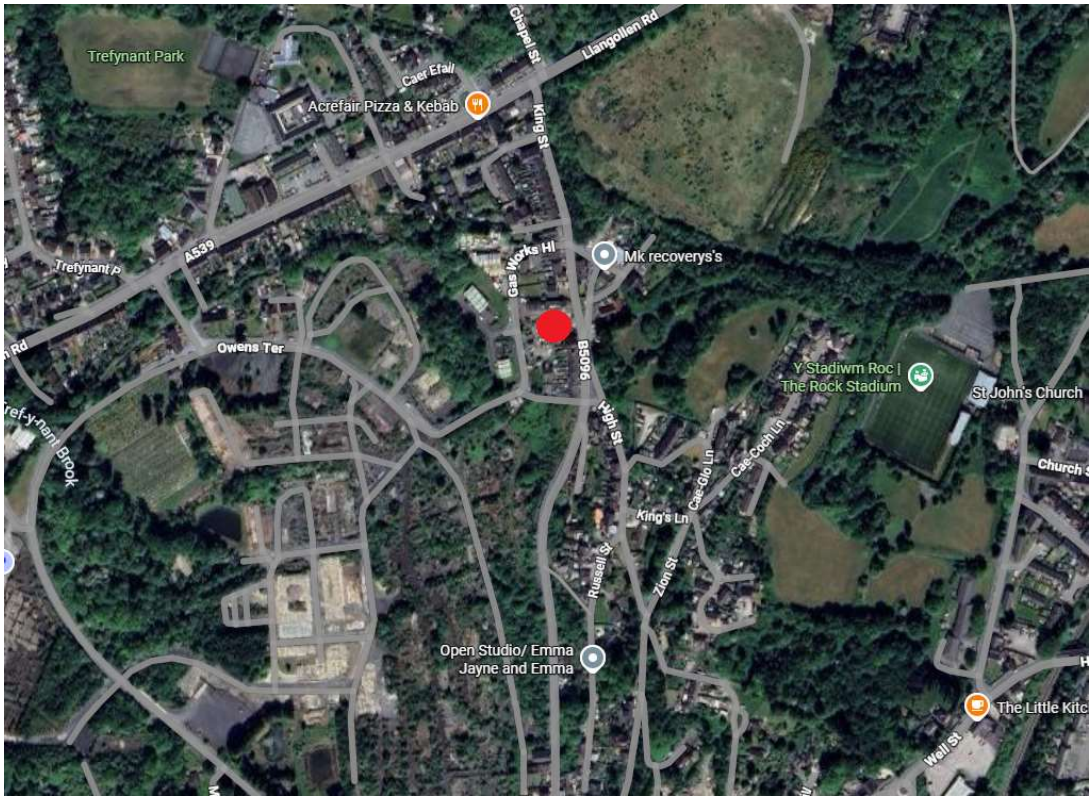
1.1 Introduction

1.1.1 Mr Price have instructed Cora IHT to prepare a Transport Statement (TS) for an employment development by way of a change of use of a former bus depot into mixed B1/B2 use for car repairs and welding, and all associated works.

1.1.2 The site is located at Central Garage, King Street, Acrefair, Wrexham, LL14 3RH.

1.1.3 **Figure** 1.1 illustrates the site location.

Figure 1.1: Site Location



1.1.4 This TS has been prepared in accordance with Welsh Transport Appraisal Guidance (WelTAG) and Planning Policy Wales: Transport Planning & Strategy. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2 Scope

1.2.1 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 provides an assessment of the traffic associated with the proposed development.
- The summary and conclusion are set out in Section 5.

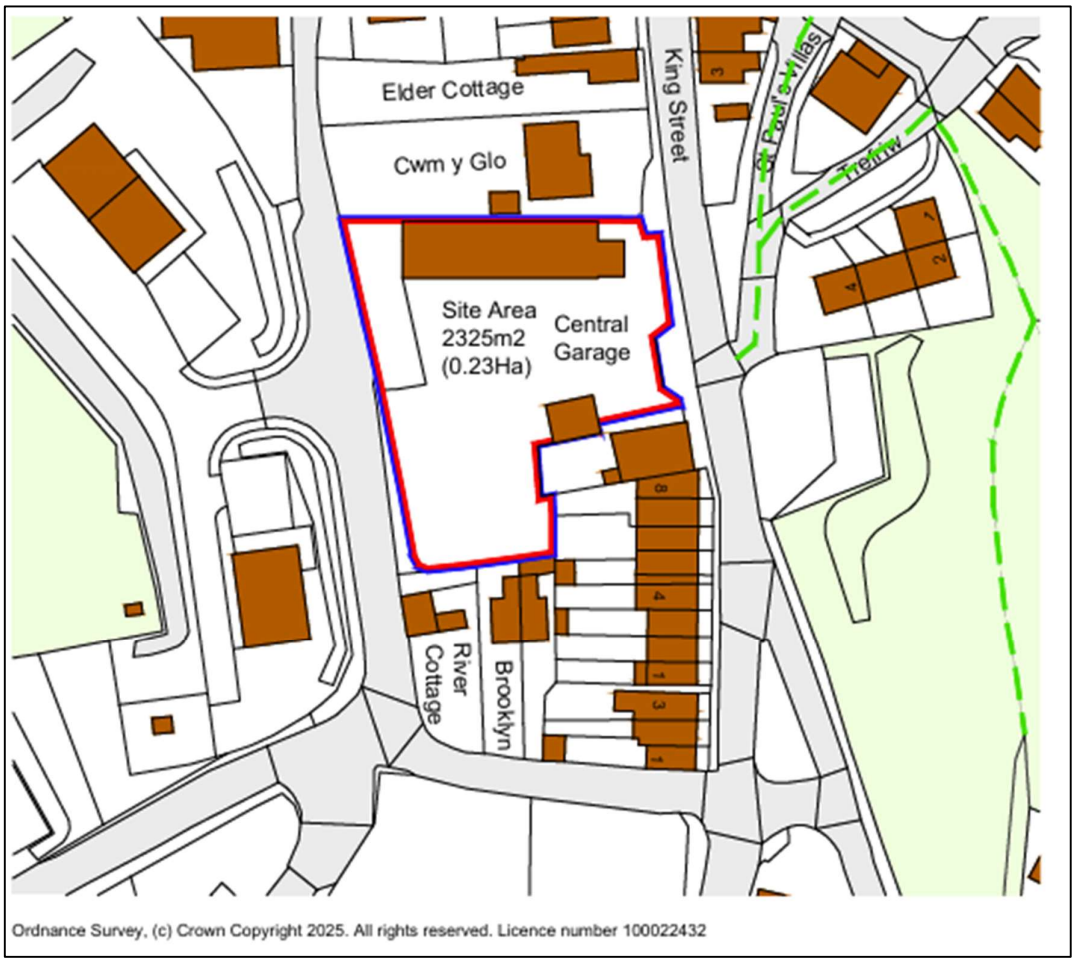
2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

2.1.1 The development site is located within a mixed-use area, primarily comprising of residential dwellings and light industrial uses.

2.1.2 **Figure 2.1** shows an extract of the red line boundary plan for the development site.

Figure 2.1: Boundary Plan

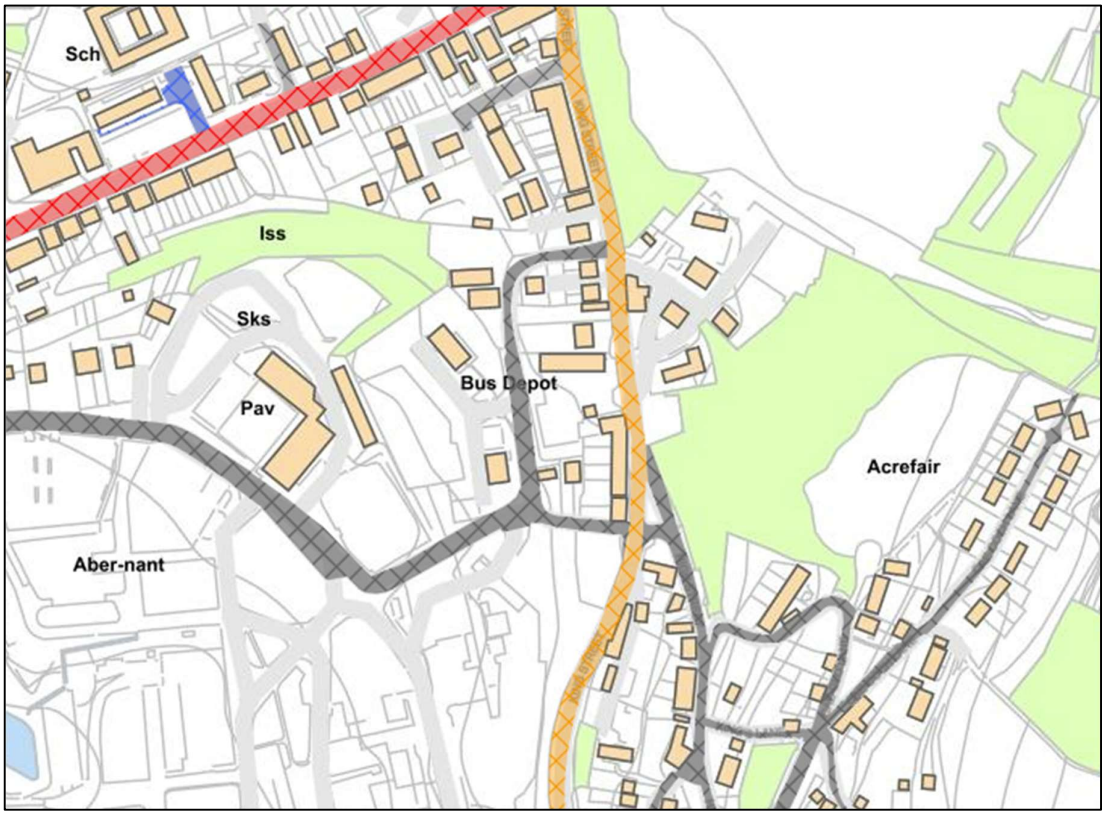


2.2 Highway Network

2.2.1 King Street is a 20mph single carriageway which runs in a north to south direction from its junction with Lllangollen Road.

2.2.2 The adopted highway surrounding the site is provided in **Figure 2.**2.

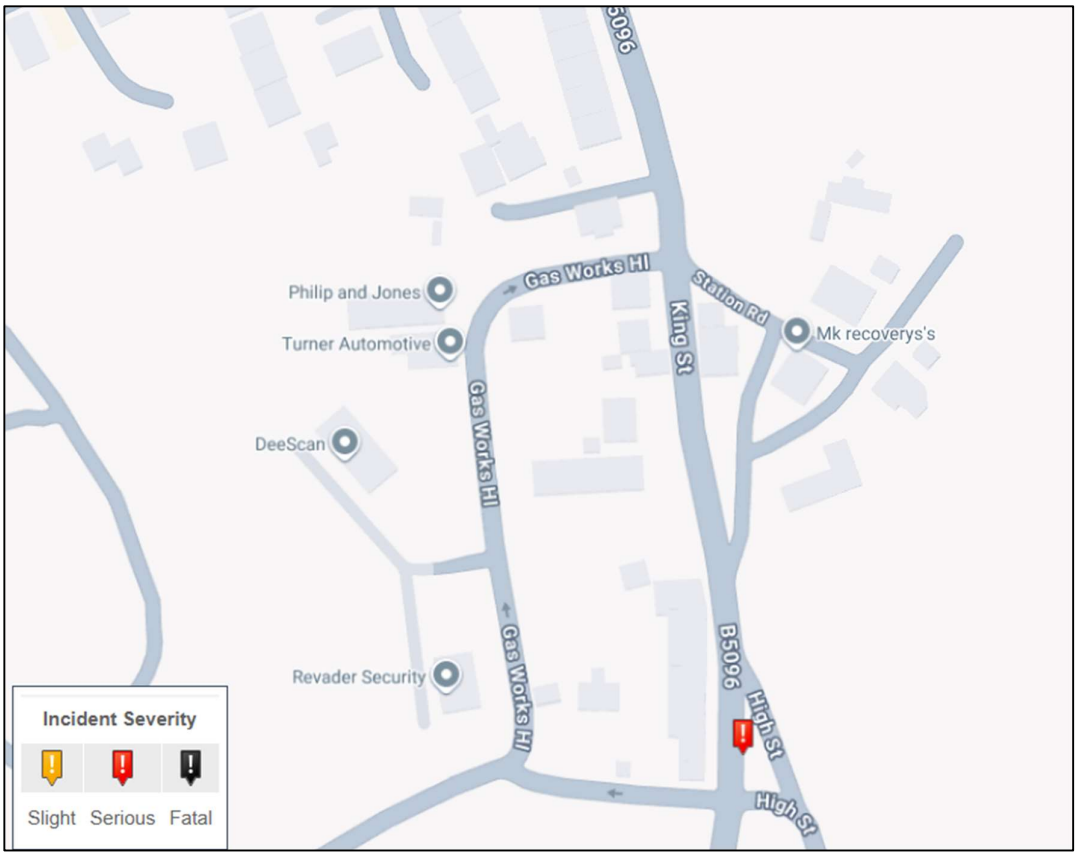
Figure 2.2: Adopted Highway Plan



2.3 Accident Analysis

2.3.1 Accident data has been obtained from the Crashmap website (http://www.crashmap.co.uk) for the period of 2020-2024. **Figure 2.3** shows an extract of the accident plot.

Figure 2.3: Crashmap Accident Plan



2.3.2 There has been 1 accident to the south of the site.

2.3.3 It can be concluded that further detailed accident analysis is not required.

3.0 DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The Proposed Development consist of:

"change of use of a former bus depot into mixed B1/B2 use for car repairs and welding, and all associated works"

3.1.2 The total proposed GFA across all buildings is 419m^2 which is as existing.

3.1.3 **Figure 3.1** provides an extract of the proposed site layout with the full plan in **Appendix A**.

Figure 3.1: Proposed Site Layout



3.1.4 Access is proposed via the existing access (dropped kerb) which is approximately 12.5m wide reducing to 6.7m wide at 6.5m behind the edge of carriageway. Visibility splays of 2.4m x 25m is provided.

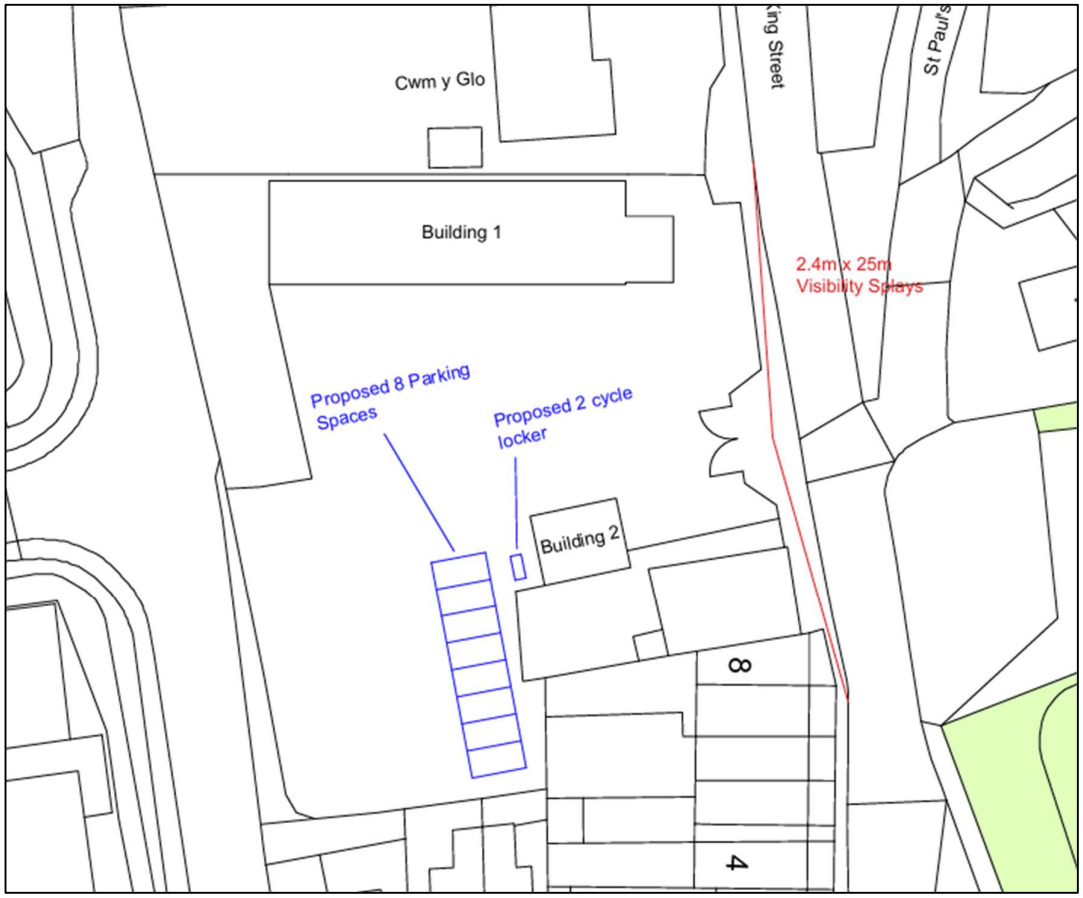
3.1.5 8 parking bays are proposed with a cycle locker for 2 bicycle.

3.1.6 The access and parking drawing provided in **Figure 3.2** and **Appendix B**.

3.1.7 It is anticipated that there will be 4 staff on site at anyone time.

3.1.8 The proposed development would be serviced by light goods and transit vans, however, for robustness tracking for a large HGV vehicle is provided in **Appendix C**.

Figure 3.2: Access Visibility and Parking



4.0 TRAFFIC IMPACT

4.1 Introduction

4.1.1 This section of the report considers the traffic impact of the proposed development on the local highway network. The primary aim is to provide an assessment of the traffic generated by the proposed access, and the impact it could have on the local highway network.

4.1.2 The site already has extant use as a bus depot, therefore, already generates an existing level of traffic.

4.2 Proposed Development Trips

4.2.1 The land use category selected within TRICS for the proposed use was "VEHICLE SERVICES/B - MOTORIST CENTRE". **Appendix D** provides the TRICS data.

4.2.2 **Table 4.1** shows the trip generations for the proposed development of 419 m^2.

Table 4.1: Trip Rates and Generation Using TRICS (Proposed Use)

	Trip Rates		Trip Generations		Car Parking
Saturday	**ARRIVALS**	**DEPARTURES**	**ARRIVALS**	**DEPARTURES**	**Accumulation**
					0
Time Range					0
07:00-08:00	0.316	0.053	1	0	1
08:00-09:00	1.041	0.182	4	1	5
09:00-10:00	0.925	0.76	4	3	5
10:00-11:00	0.81	0.76	3	3	6
11:00-12:00	0.859	0.793	4	3	6
12:00-13:00	0.744	0.777	3	3	6
13:00-14:00	0.711	0.81	3	3	5
14:00-15:00	0.595	0.694	2	3	5
15:00-16:00	0.562	0.677	2	3	4
16:00-17:00	0.595	0.859	2	4	3
17:00-18:00	0.231	0.727	1	3	1
18:00-19:00	0.07	0.422	0	2	0
Daily Trip Rates:	7.459	7.514	31	31	0

4.2.3 The above tables shows that the proposed development generate 5 and 4 vehicles during the AM and PM peak periods respectively.

4.2.4 As the existing unit is currently unoccupied it can be assumed that these would be new to the highway network.

4.2.5 Paragraph 116 state that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios". It is evident that the proposed development would have a minimal impact on the highway network.

4.2.6 The car parking accumulation shows that the proposed car parking is sufficient for the anticipated demand.

4.2.7 It can be concluded that the proposed development would have minimal impact on the highway network.

5.0 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 Mr Price have instructed Cora IHT to prepare a Transport Statement for an employment development by way of a change of use of a former bus depot into mixed B1/B2 use for car repairs and welding, and all associated works.

5.1.2 The total proposed GFA across all buildings is 419m^2 which is as existing.

5.1.3 Access is proposed via the existing access (dropped kerb) which is approximately 12.5m wide reducing to 6.7m wide at 6.5m behind the edge of carriageway. Visibility splays of 2.4m x 25m is provided.

5.1.4 8 parking bays are proposed with a cycle locker for 2 bicycle.

5.1.5 It is anticipated that there will be 4 staff on site at anyone time.

5.1.6 The proposed development would be serviced by light goods and transit vans, however, for robustness tracking for a large HGV vehicle has been provided.

5.1.7 The trip assessment shows that the proposed development would generate minimal traffic levels.

5.1.8 It can be concluded that the proposed development would have minimal impact on the highway network.

5.2 Conclusion

5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – SITE LAYOUT



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Rev	Description	Date	By
-	-	-	-

Roger Parry & Partners

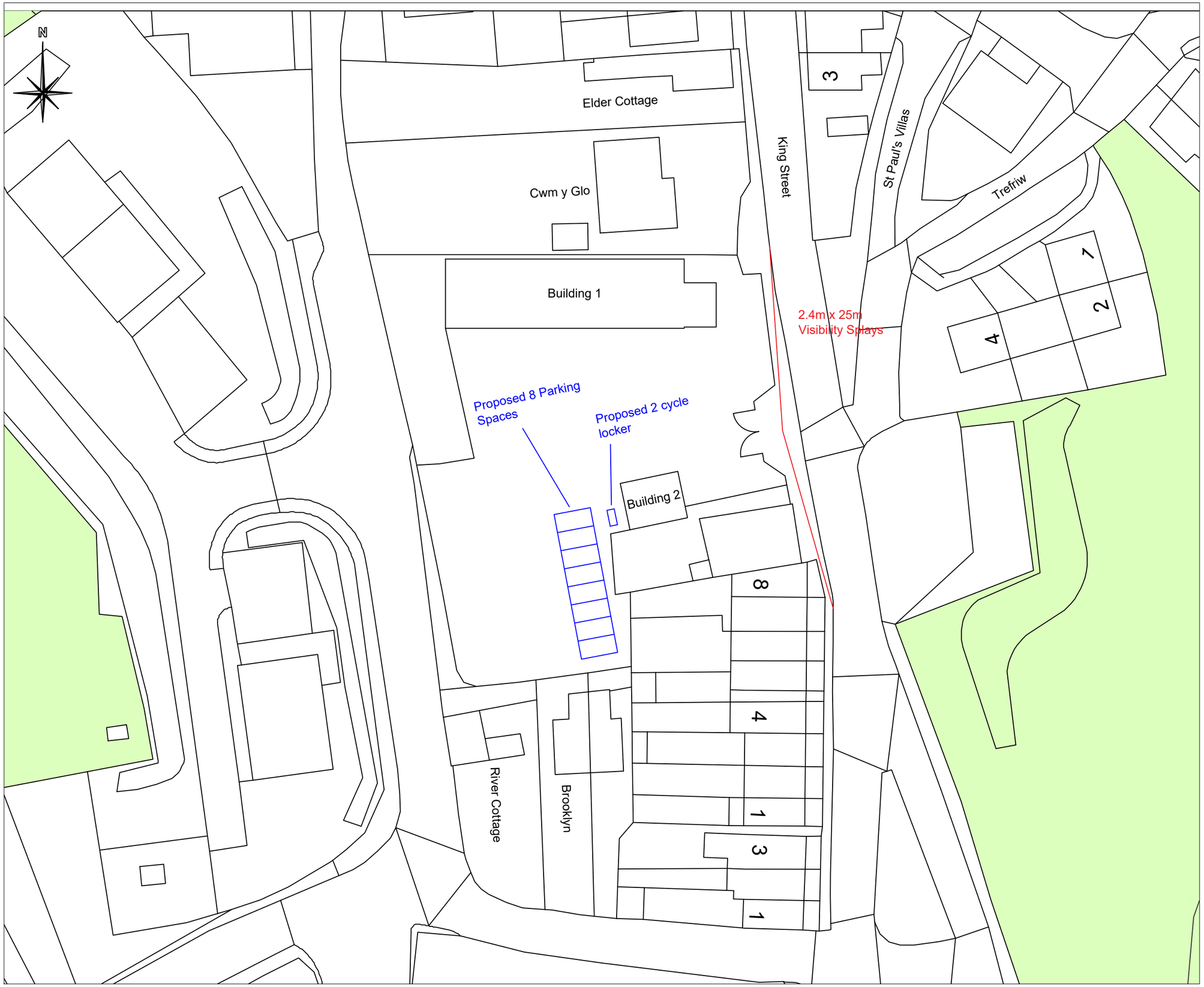
Residential - Agricultural - Commerical

Project	Change of use from Bus Depot into Mixed B1/B2 use & all associated works		
Drawing Title	Proposed Block Plan		
Location	Central Garage, King Street, Acrefair, Wrexham, LL14 3RH		
Client	Mr Price		
Scale	1:500 @ A3		
Drawing No	81008 / GH / 003	Rev	-
Drawn By	NB	Date	2025/10/02

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A list of members of the LLP is available at the above address.

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APPENDIX B – ACCESS AND PARKING



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Proposed Cycle Locker



DIMENSIONS

Height	1205mm
Width	900mm
Depth	2000mm
Weight	152kg
Base dimensions	1000mm x 2200mm
Door aperture	1115mm x 800mm
Door clearance	850mm (each end)

Rev	Date	Description	Ckd	By

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Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client

Mr Price

Project

King Street
Acrefair

Title

Proposed
Access and Parking

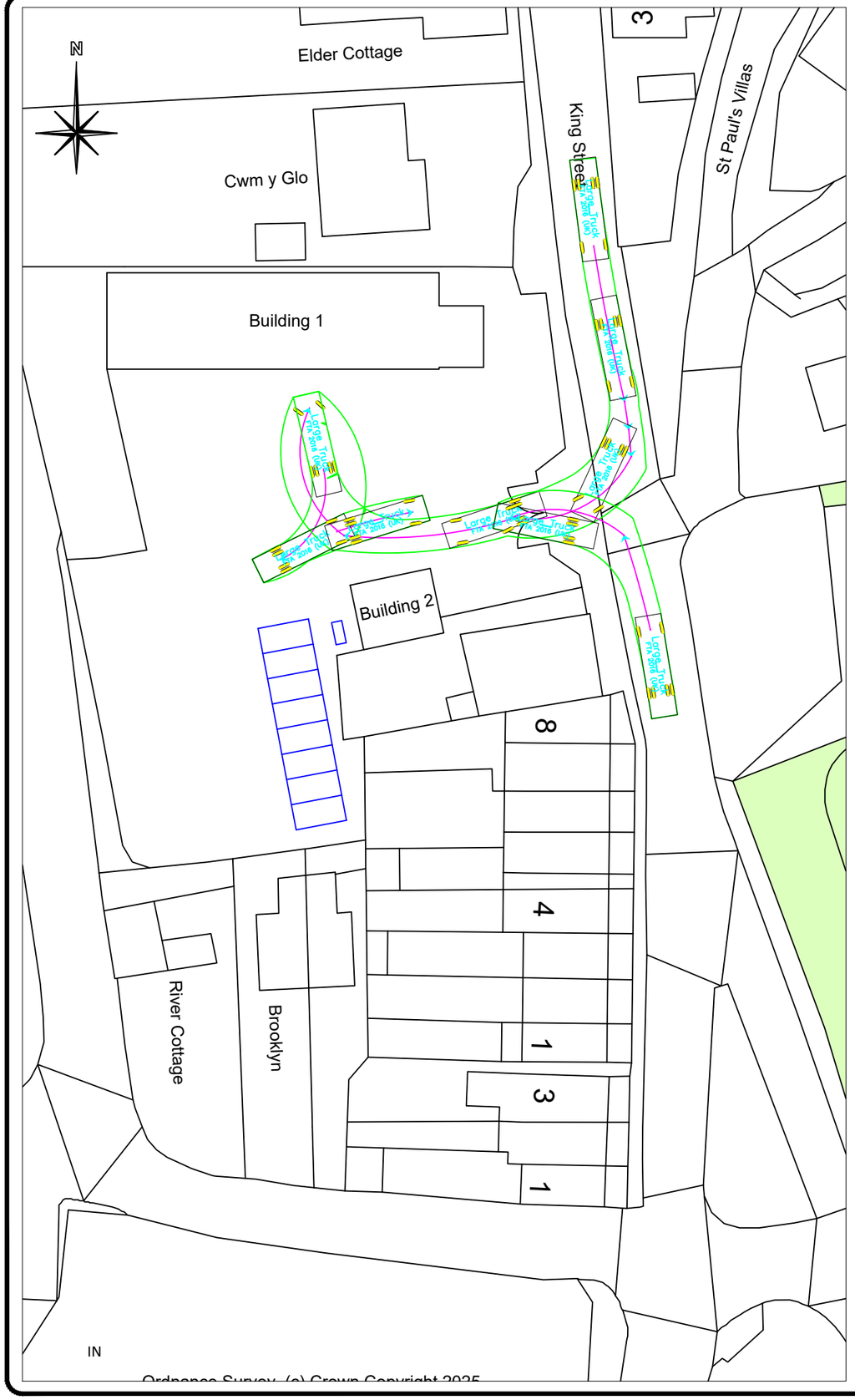
Drawing Status

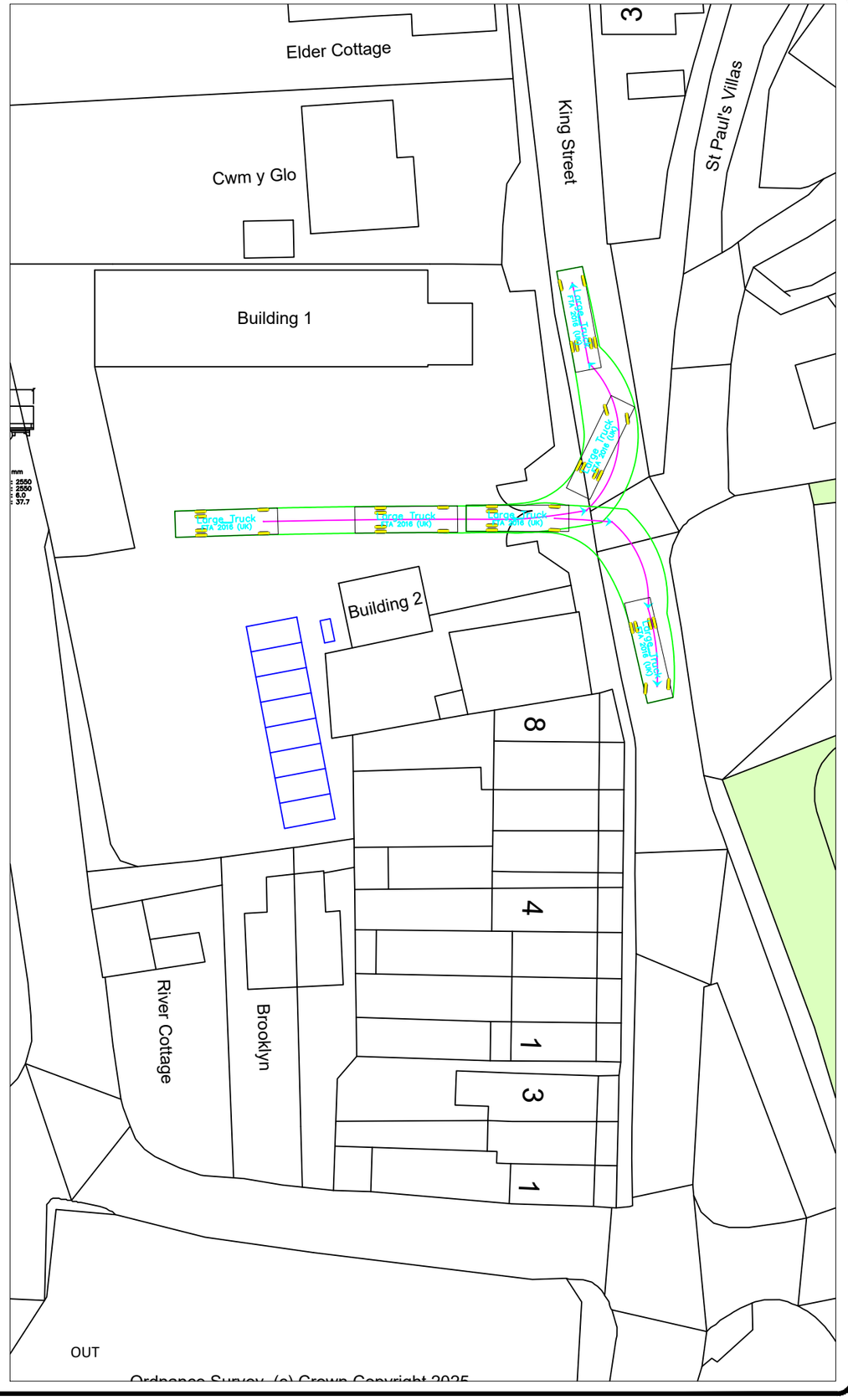
Job No. 16-3113

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:500	11/02/26	-

Drawing No. 001 -

APPENDIX C – VEHICLE TRACKING

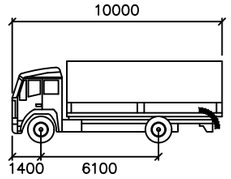




Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Large Truck

	mm
Width	: 2550
Track	: 2550
Lock to Lock Time	: 6.0
Steering Angle	: 37.7

Rev	Date	Description	Ckd	By

CoraiHt

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Wilmslow Road
Manchester
M20 2YY

Tel: 0161 955 4422
Email: manchester@coraiht.com
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Client

Mr Price

Project

King Street
Acrefair

Title

HGV Tracking

Drawing Status

Job No. 16-3113

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:500	11/02/26	-

Drawing No. 002 -

APPENDIX D – TRICS DATA

CORA IHT WILMSLOW ROAD MANCHESTER Licence No: 662801

Calculation Reference: AUDIT-662801-250131-0119

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : B - MOTORIST CENTRE (FAST FIT)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	2 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NO	NORTH LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	200 to 1878 (units: sqm)
Range Selected by User:	150 to 1878 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 22/05/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Residential Zone	5
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DV-15-B-02 KWIK FIT DEVON
MARSH BARTON ROAD
EXETER
MARSH BARTON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1878 sqm
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

2 DY-15-B-01 KWIK FIT DERBY
OSMASTON ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 525 sqm
Survey date: TUESDAY *21/10/14* *Survey Type: MANUAL*

3 DY-15-B-02 NATIONAL TYRES & AUTOCARE DERBY
NOTTINGHAM ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 320 sqm
Survey date: FRIDAY *26/06/15* *Survey Type: MANUAL*

4 GM-15-B-03 ATS EUROMASTER GREATER MANCHESTER
YORKSHIRE STREET
ROCHDALE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 600 sqm
Survey date: WEDNESDAY *21/10/15* *Survey Type: MANUAL*

5 MS-15-B-01 FAST FIT CENTRE MERSEYSIDE
HOYLAKE ROAD
BIRKENHEAD
NORTH BIRKENHEAD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 200 sqm
Survey date: WEDNESDAY *22/05/24* *Survey Type: MANUAL*

6 NN-15-B-01 NATIONAL TYRES NORTH NORTHAMPTONSHIRE
OXFORD STREET
WELLINGBOROUGH

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 336 sqm
Survey date: WEDNESDAY *26/09/12* *Survey Type: MANUAL*

7 NO-15-B-01 KWIK FIT NORTH LINCOLNSHIRE
BRUMBY WOOD LANE
SCUNTHORPE

Edge of Town Centre
Residential Zone
Total Gross floor area: 850 sqm
Survey date: THURSDAY *20/12/12* *Survey Type: MANUAL*

8 NY-15-B-04 KWIK FIT NORTH YORKSHIRE
LONG STREET
THIRSK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 363 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-15-B-05 LOW SKELLGATE RIPON	KWIK FIT		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		360 sqm	
	Survey date: WEDNESDAY		*25/09/13*	*Survey Type: MANUAL*
10	SF-15-B-01 WHITE ELM STREET IPSWICH	ATS EUROMASTER		SUFFOLK
	Edge of Town Centre Industrial Zone Total Gross floor area:		620 sqm	
	Survey date: THURSDAY		*18/07/13*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	632	0.316	9	632	0.053	9	632	0.369
08:00 - 09:00	10	605	1.041	10	605	0.182	10	605	1.223
09:00 - 10:00	10	605	0.925	10	605	0.760	10	605	1.685
10:00 - 11:00	10	605	0.810	10	605	0.760	10	605	1.570
11:00 - 12:00	10	605	0.859	10	605	0.793	10	605	1.652
12:00 - 13:00	10	605	0.744	10	605	0.777	10	605	1.521
13:00 - 14:00	10	605	0.711	10	605	0.810	10	605	1.521
14:00 - 15:00	10	605	0.595	10	605	0.694	10	605	1.289
15:00 - 16:00	10	605	0.562	10	605	0.677	10	605	1.239
16:00 - 17:00	10	605	0.595	10	605	0.859	10	605	1.454
17:00 - 18:00	10	605	0.231	10	605	0.727	10	605	0.958
18:00 - 19:00	9	632	0.070	9	632	0.422	9	632	0.492
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.459			7.514			14.973

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	200 - 1878 (units: sqm)
Survey date date range:	01/01/10 - 22/05/24
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.