MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0882 Res(3)	**Your Ref:**	P/2025/0882
Date:	24/04/2026		

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 26/03/2026 including revised Block Plan – Drg. No. 81008 / GH / 003 Rev A) 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 required splays have been demonstrated on the submitted Site Layout Plan (Drg. No. 001).

The existing / proposed 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 16 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. However, the submitted Site Layout Plan (Drg. No. 001) indicates the provision of 8 spaces which is considered acceptable based on the proposed floor areas of the building(s).

Swept Path Details (Drg. No. 002)

The previously submitted Transport Statement indicated that the proposed development will be serviced by light goods and transit vans. However, for robustness tracking for a large 10m long HGV vehicle has been provided. The length of the proposed vehicle is significantly smaller than previous vehicles that would have accessed the site when it was used as a bus servicing depot

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 proposed provision is considered adequate.

Traffic Generation

It is understood that the site previously operated as a bus depot. The LHA previously requested the submission of details of the existing / proposed daily traffic generation at the site.

The submitted Transport Statement includes TRICs details from 10 sites. It is noted that 9 out of 10 of these site surveys are more than 8 years old which is the maximum criteria / age of survey accepted by TRICs guidance.

It is noted that individual site survey data has not been provided. However, the summary of total vehicle movements (for all 10 sites) equates to a total of 14.973 movements per day (per 100m^2 gfa). Based on a proposed floor area of 419m^2, the proposed development is anticipated to generate 62.7 movements per day. This equates to 4 movements (arrivals) and 1 movement (departures) in AM peak hour (08:00 – 09:00) & 1 movement (arrivals) and 3 movements (departures) in the PM peak hour (17:00 – 18:00).

Although the survey data is limited, the proposed development site is considered likely to generate significantly less vehicle movements than the previous bus depot based on the proposed floor areas of the building(s).

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.

In conclusion, the LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD GATES TO BE KEPT OPEN
033R Any proposed gates or other means of enclosure across the vehicular access point shall be kept open during operational hours.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF
026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR
035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@@ shall be fully laid out, surfaced, marked with white lining materials and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical