MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0264	**Your Ref:**	P/2025/0264
Date:	18/07/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD I DDOSBARTH D2 (MANNAU YMGYNNULL A HAMDDEN) / CHANGE OF USE OF BUILDING TO CLASS D2 (ASSEMBLY AND LEISURE)

LOCATION: WAREHOUSE, DOLYDD ROAD, WREXHAM, LL13 7TF

I refer to your consultation / email dated 19/05/2025 in respect of the above.

General

The proposed development comprises the change of use from former Class B2 / B8 (assumed) Storage & Distribution Warehouse of pharmaceutical products to Class D2 – Assembly & Leisure Use. It is proposed to utilise part of the former buildings (495m^2 gfa) for an indoor golf training facility.

Access

The proposed development site is accessed off Watery Road which is a busy, classified road subject to a 20mph speed limit. Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing proposed access is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge. However, the proposed visibility splays have not been indicated on a suitably scaled plan. **The LHA recommend that the full extent of the required / proposed splays are indicated on a suitably scaled plan.**

The access crosses an existing layby (adopted highway) onto Watery Road which it is understood has been used for loading / unloading in the past. **After consultation with our Traffic & Active Travel Sections, the LHA recommend that this layby (2.6m wide adopted highway) is closed up / modified to provide a section of footway up to the eastern side of the access.** This will significantly improve pedestrian access in and around the site and provide an improved link to the existing cycleway / footway provision in this location. A pedestrian link into the development site will also need to be indicated (not shown) on a revised layout plan. The applicant will need to enter into

a s.278 agreement with the Council to carry out these works. **The LHA recommend the applicant provides a suitably scaled layout plan indicating this detail.**

There would appear to be an internal vehicular access linking to the additional buildings to the rear of the original site. This site has a number of access points onto Dolydd Road. It is unclear as to whether the current application site will have vehicle access rights to use this access and access points onto Dolydd Road to the rear. **The LHA recommend that this detail is clarified.**

The existing / proposed access is approximately 9m wide and crosses an existing layby onto Watery Road. The access is surfaced with hard bound materials.

If the application is supported, the proposed development leaves the existing assumed Class B2/B8 units either side of Unit 2 undeveloped. It is not clear what existing / future use these remaining units will be utilised for given the remaining parking / turning areas would be significantly reduced from the previous arrangement. **The LHA recommend that this detail is clarified.** It may be the case that the remaining units could have very limited scope to be redeveloped in the future.

Traffic Generation

No details of the existing / proposed daily vehicle movements from the site have been provided. **The LHA recommend that this detail is provided along with the type/size/length of vehicles that previously visited the site along with the type/size of vehicles that will visit the proposed site.**

Parking & Turning Provision

Parking

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

Based on LPGN 16 guidance, the proposed development (495m^2 gfa) requires a maximum of 1 car space per 15m² gross floor space equating to the requirement (max) of 33 spaces.

The submitted layout plan (Drg. No. A101 Rev A) indicates the provision of 8 spaces of which 2 are laid out to mobility standards. This represents a 76% shortfall in parking compared with maximum standards. The LHA raise concerns on the proposed level of parking provision given the above shortfall and limited provision given that 4 part time employees are proposed.

The applicant has indicated that an on-line booking system will be used to control numbers visiting the site. **If the application is supported, the LHA recommend that this is included as a condition with numbers being limited in line with the available parking spaces at the site.**

If the application is supported, the LHA recommend that any consent is limited to a personal consent.

Cycle Parking / Shelter

Adequate cycle parking / shelter will be required in accordance with LPGN 16 & Active Travel Guidance. LPGN 16 requires 1 cycle space (minimum) per 150 m² gross floor space. Cycle parking / storage should be safe, secure and preferably covered cycle parking area. No details of such provision has been indicated. **he LHA recommend that this detail is indicated on a suitably scaled plan (with annotated dimensions).** The applicant may wish to liaise with our Active Travel Section on Tel: 01978 729667 for further guidance.

Turning

No details of the maximum size / length of vehicle that will visit the site have been provided. No details of where such vehicles will turn within the site have been provided along with swept paths of such vehicles, entering, parking, turning and exiting the site. **The LHA recommend that this detail is provided.**

It is assumed that any waste / recycling collections will be serviced by a private waste company / vehicle. **The LHA recommend that this detail is confirmed and provide further details of how a refuse vehicle will service/ turn within the curtilage of the site (ie/ provision of swept path plans).**

Note: The existing layby fronting the site is likely to be removed and replaced with a footway / cycleway so cannot be used for loading / unloading.

Waste / Recycling

It is assumed that any waste / recycling collections will be serviced by a private waste company / vehicle. **The LHA recommend that this detail is confirmed and provide further details of how a refuse vehicle will service/ turn within the curtilage of the site (ie/ provision of swept path plans).**

Note: The existing layby fronting the site is likely to be removed and replaced with a footway / cycleway so cannot be used for loading / unloading.

No details of waste / recycling storage & collection areas and type /size of bins have been provided. **The LHA recommend that this detail is indicated on a suitably scaled plan (including annotated dimensions).**

Conclusion

In conclusion, the LHA request the following additional information:-

- Visibility Splays
  Visibility from the existing proposed access is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge. However, the proposed visibility splays have not been indicated on a suitably scaled plan. **The LHA recommend that the full extent of the required / proposed splays are indicated on a suitably scaled plan.**

- Highway Improvements
  The access crosses an existing layby (adopted highway) onto Watery Road which it is understood has been used for loading / unloading in the past. **After consultation with our Traffic & Active Travel Sections, the LHA recommend that this layby (2.6m wide adopted highway) is closed up / modified to provide a section of footway up to the eastern side of the access..** This will significantly improve pedestrian access in and around the site and provide an improved link to the existing cycleway / footway provision in this location. A pedestrian link into the development site will also need to be indicated (not shown) on a revised layout plan. The applicant will need to enter into a s.278 agreement with the Council to carry out these works. **The LHA recommend the applicant provides a suitably scaled layout plan indicating this detail.**

- There would appear to be an internal vehicular access linking to the additional buildings to the rear of the original site. This site has a number of access points onto Dolydd Road. It is unclear as to whether the current application site will have vehicle access rights to use this access and access points onto Dolydd Road to the rear. **The LHA recommend that this detail is clarified.**

- If the application is supported, the proposed development leaves the existing assumed Class B2/B8 units either side of Unit 2 undeveloped. It is not clear what existing / future use these remaining units will be utilised for given the remaining parking / turning areas would be significantly reduced from the previous arrangement. **The LHA recommend that this detail is clarified.** It may be the case that the remaining units could have very limited scope to be redeveloped in the future.

- **Traffic Generation**
  No details of the existing / proposed daily vehicle movements from the site have been provided. **The LHA recommend that this detail is provided along with the type/size/length of vehicles that previously visited the site along with the type/size of vehicles that will visit the proposed site.**

- Cycle Parking / Shelter
  Adequate cycle parking / shelter will be required in accordance with LPGN 16 & Active Travel Guidance. LPGN 16 requires 1 cycle space (minimum) per 150 m² gross floor space. Cycle parking / storage should be safe, secure and preferably covered cycle parking area. No details of such provision has been indicated. **he LHA recommend that this detail is indicated on a suitably scaled plan (with annotated dimensions).** The applicant may wish to liaise with our Active Travel Section on Tel: 01978 729667 for further guidance.

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- Waste / Recycling
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  Note: The existing layby fronting the site is likely to be removed and replaced with a footway / cycleway so cannot be used for loading / unloading.

  No details of waste / recycling storage & collection areas and type /size of bins have been provided. **The LHA recommend that this detail is indicated on a suitably scaled plan (including annotated dimensions).**

KW Edwards

Contracts and 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 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.