

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/MZ/P/2024/0231(Rev 4)	Your Ref:	P/2024/0231
Date:	26/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O UNEDAU DIWYDIANNOL I GAMPFA / CHANGE OF USE OF BUILDING FROM INDUSTRIAL UNITS TO GYM UNITS 27 - 29 ABENBURY WAY WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 337336.02 N 350408.25

I refer to your consultation 25/11/2024 with additional information in respect of the above.

It is the LHA's understanding that the proposals are for the change of use of building from industrial units to gym, three units are proposed to be used within the Wrexham Industrial Estate on Abenbury Way.

PARKING

Local Planning Guidance Note no 16 sets out the required car parking and cycle parking within Wrexham. For D2 Assembly and leisure uses there is a requirement for 1 car parking space per 15 sq m and 1 cycle parking space per 150 sq m gross floor space. Therefore on the basis of the floorspace proposed the provision of 83 car parking spaces can be provided for the use and the provision of 8 cycle parking spaces should be provided, however, the car parking standard is a maximum standard.

The design of cycle parking spaces should be Sheffield stands for short stay parking and should be 750mm high, 700mm long and set at least 250mm into the ground, they should be spaced a minimum of 800mm apart and be no closer than 500mm to a building or blank wall.

For long stay cycle parking for staff the applicant should provide more secure parking facilities in the form of cycle cages or lockable bicycle shelters. Alternatively secure compounds within buildings may be acceptable providing that they are located at ground floor level and are accessible. All cycle parking areas should be located in well lit areas that are overlooked from the building they serve.

The submitted TA details that 32 car parking spaces are proposed for the use and the applicant has clarified that all spaces are under the control and management of FI Real Estate Management, including the 5 spaces that are proposed to be accessed near the frontage of No 30, the applicant must ensure that the car parking areas and aisles associated with the parking areas are included

within the site edged red, at present they are shown within the site edged blue or outside of the site edged blue.

A site visit was undertaken by the LHA previously indicated high levels of parking were noted on-street in the vicinity of the site on the access road and there was a concern that the shortfall from parking could exacerbate the existing parking pressures in the vicinity of the site and the LHA asked for a survey to be undertaken to show what the levels of parking demand are on street within the vicinity of the site.

In terms of visibility from the car parking aisles, it is considered that vehicles will be travelling relatively slowly along the access road due to its nature, however, the active frontages and any parking on-street could restrict visibility, therefore maintaining a footway along the site frontage is preferable to ensure adequate visibility is maintained.

There is an area marked out for motorcycles and secure locking points should be provided, the applicant has responded that they are happy to provide secure locking points, and that this could be secured by condition. This is acceptable to the LHA.

TRIP GENERATION

The previously submitted highways note also indicated that limited TRICS data was available leisure and gym uses in order to give an accurate and realistic indication of the level of trips likely to be generated by the site and the likely car parking demand that would result. Therefore the LHA suggested that a survey should be undertaken by an independent body at a site of a similar use and nature in a similar location to provide a robust comparison of trip generation and car parking accumulation.

As part of the highway note addendum 2 the applicant has demonstrated that an independent body has surveyed the Valhalla Gym on Rhosddu Industrial Estate, a 12 hour survey was undertaken on the 10/10/24. The floorspace of this gym was smaller and therefore the level of trips and car parking accumulation witnessed was factored up to reflect the increased floorspace pertaining to the gym at the proposed site. This factored up survey would indicate that the peak car parking accumulation would be 16 vehicles between 9-10am and 18 vehicles between 5-6pm, therefore it is the LHA's view that the 32 car parking spaces proposed (incorporating two accessible spaces) would appear to be sufficient for the proposed use.

A survey was also undertaken of the on-street parking pressures surrounding the site on 10/10/24 for 12 hours which indicated a peak of 10 vehicles parking on-street at 10.30am and another peak of 9 vehicles at 4pm before a sharp decline in demand for on-street parking on the site access road, very low levels of parking were recorded on Abenbury Way, which is consistent with the LHA's experience of visiting the site.

ACTIVE TRAVEL

The proposals indicate the provision of 10 cycle parking spaces which would appear to meet the parking standards, although these are proposed in a short stay arrangement which would not be attractive for staff to use who will need secure long stay provision.

The applicant has detailed that secure long stay parking for staff will be provided within the building and that this could be secured by condition, the LHA finds this acceptable.

In terms of access on foot, the proposed access would be via a designated safe route within the site in terms of access for all.

As requested the applicant has provided a footway along the frontage of the building to link to the pathway where the short stay cycle parking is provided, the paths provide a 1.5m unobstructed route along the site frontage which is acceptable, and on advice of the LHA the applicant proposes to maintain footways along the access road to provide forward visibility for drivers and to ensure

there is a safe route of access for pedestrians to both the proposed units and the neighbouring unit 30.

SERVICING

The LHA previously requested information regarding servicing at the site, although it is anticipated that the servicing requirements may not be extensive, clarification was required about the arrangements and how they will be undertaken. The latest highway note discusses refuse vehicles and deliveries to the site, stating that the demands would not be onerous, that the largest vehicle required would likely to be a standard WCBC refuse wagon. The applicant states that other than during fitting out deliveries will be adhoc, online shopping, refilling of vending machines, cleaners etc and that these will take place weekly and during off peak times. Clarification is required over the storage of bins, but it is considered that this could be covered by condition, the LHA advises that bins should not block the pedestrian access routes to the site or should not be located within parking bays as they may restrict visibility.

Therefore in its current form there are no objections on highways grounds to the proposals subject to the provision of site layout plan showing the car park and servicing areas within the site edged red and the following conditions:

HW23
020R

PROVISION OF MOTORCYCLE AND CYCLE PARKING FACILITIES

Prior to first use of the development on-site motorcycle and bicycle parking facilities shall be provided in strict accordance with a scheme that shall have first been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of bicycles or motorcycles.

HW24
019R

LOADING, UNLOADING AND PARKING OF VEHICLES

Prior to first use of the development, facilities for the loading, unloading, parking and turning of vehicles shall be fully laid out, surfaced and drained in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The facilities as approved shall thereafter be permanently retained and kept free of any obstruction, and made available solely for these purposes only.

HW30
013R

CONSTRUCTION TRAFFIC PLAN

No development shall commence, including any works of demolition, until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for: staff parking and servicing details.



On behalf of the Chief Officer, Environment & Technical