

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/MZ/P/2024/0231(Rev 3)	Your Ref:	P/2024/0231
Date:	12/11/2024		

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 01/11/2024 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 are required 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 developers 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 but the LHA is concerned that the proposed car parking spaces do not all fall within the designation of the units 27-29 specified. The highway note submitted has detailed 5 car parking spaces being provided in front of the neighbouring unit and the aisle width required to access and egress these spaces would be outside the site also.

The applicants original highway note stated that these spaces would only be required during the peak 5-6pm hour according to the car parking accumulation work undertaken as part of the TRICS assessment submitted. The LHA was concerned that these car parking spaces could not be secured should there be a change of operator at Unit 30 and there are no ways to formally strict the opening hours on a neighbouring unit on this basis. Therefore any parking provision needs to either be on site or off-site (and close by) on land under the applicants control.

Within the latest submission the applicants transport consultant has provided a highway note addendum 2 which outlines that the five car parking spaces infront of unit 30 are under the control of FI Real Estate management and therefore can be controlled to be allocated to the use, should they be required.

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 27 car parking spaces proposed (omitting the 5 spaces that would need to access along the frontage of Unit 30) 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 car 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 through the car parking aisles which provides a designated safe route within the site in terms of access for all.

There are two different access points to the building, a main entrance and a 24 hour entrance, both accessed from aisles within the car park.

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, however, on further reflection, the LHA is concerned that the removal of the footways along the access road as a result of these proposals could undermine access to and from the site and to adjoining neighbouring units, therefore the LHA requests that the car parking and pedestrian access arrangements are reconfigured to ensure there is a safe pedestrian route along the access road that links to the site and for users of unit 30. It is considered that this is deliverable.

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 a revised car parking layout plan 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.

A handwritten signature in black ink, appearing to be 'J. J. J.', located at the top left of the page.

On behalf of the Chief Officer, Environment & Technical