

Rhones Joinery
Mold Road Gwersyllt
Response to Highway Comment

Highway Planning Services
Whitchurch Road
Chester
CH3 5QB
07789 851232
highwayplanningsolutions@btinternet.com

1. Project Brief

1.1 To provide a comment in relation to a change of use from a joinery business to gym.

1.2 Planning application 2023/0691 was submitted to WCBC in October 2023; the highway authority response to consultation (copy included in the appendices) was generally supportive of the application but requested increased car parking provision.

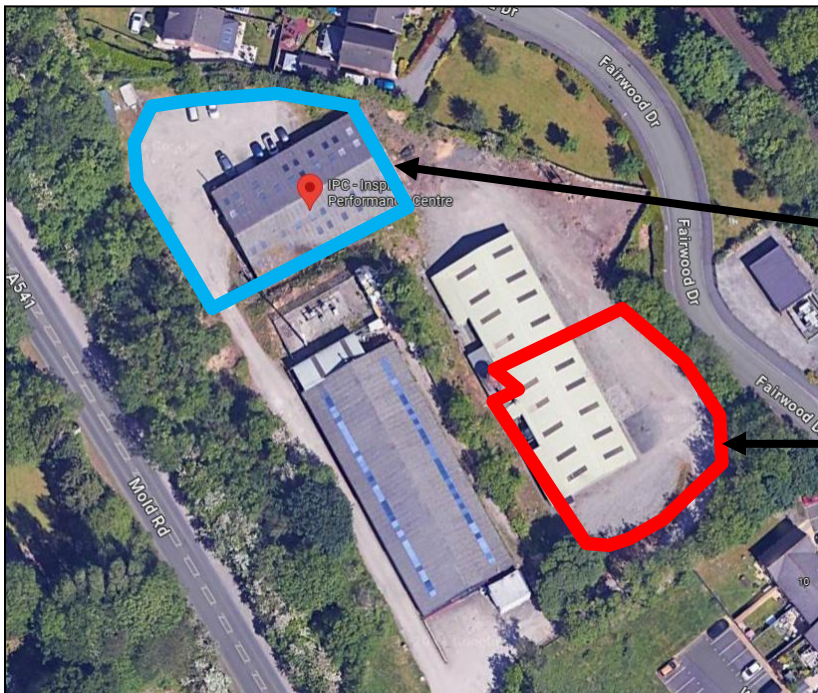
1.3 This report has been prepared in response to the Highway authority comments.

2. Comment

2.1 The application, for a change of use of part of the former Rhones Joinery building, is to facilitate the relocation of the Inspire Performance Centre. IPC previously operated from an adjacent building on the same site, accessed from the A541 via Hardwick Drive, Gwersyllt.

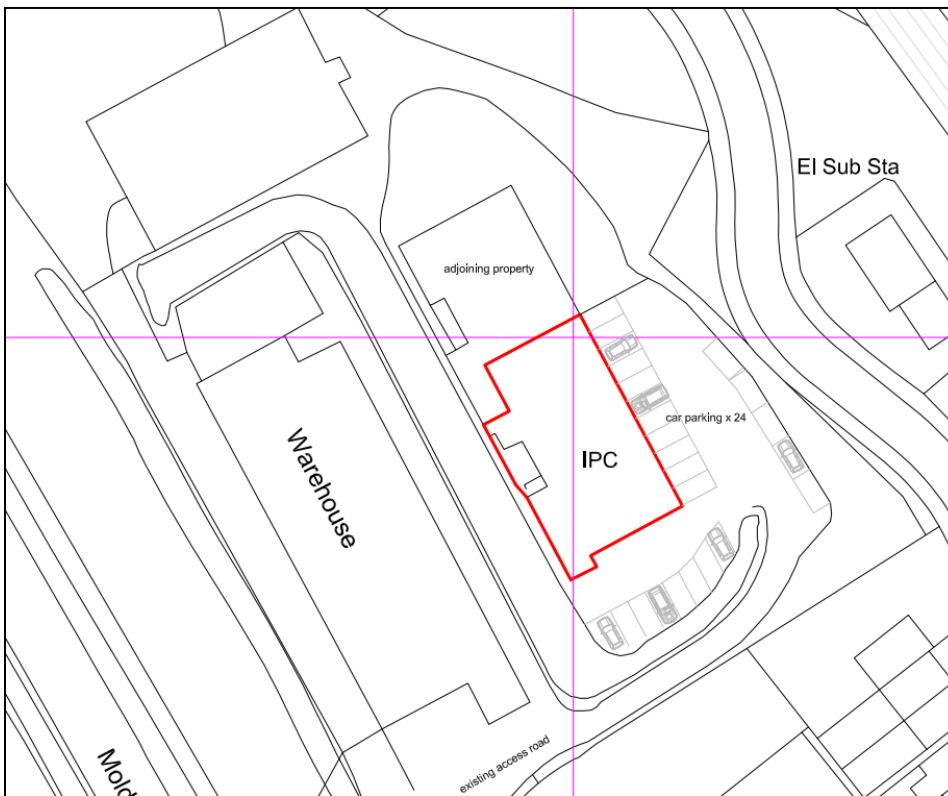
2.2 The highway authority response to the planning consultation makes reference to Local Planning Guidance Note 16 (extracts are included within the appendices) and in particular the parking standard specified within Section D.

2.3 These standards are however maximum permissible provision; the guidance note accepts that lesser provision is more appropriate where justifiable.



Former Site

Proposed Site



Highway Planning Services

- 2.4 IPC operated from the former site for a number of years and never experienced concerns related to parking provision.
- 2.5 LPGN16 Section D2 suggests maximum car parking provision at 1 space per 15m² for Assembly And Leisure uses however this use class covers a number of disparate uses. Whilst these parking provision rates could be required for uses such a cinema or concert hall, situations where customers are closely seated, the physical nature of a gym use prevents similar customer densities. The former IPC building had a floor area of 580m² and whilst the car parking bays were unmarked, there was capacity for 25 spaces (1 per 23.2 m²). In comparison, the proposed relocation utilizes only 480 m² of the building and as the previously submitted revised site plan shows (copied in the appendices), can accommodate up to 24 spaces (1 per 20 m²).
- 2.6 The previous use of the adjacent site and the increase in parking ratio is deemed adequate justification of the proposed parking provision. Whilst the gym is open throughout the day, peak use occurs during the evening period; additional on-site parking could be made available when adjacent units are unoccupied.
- 2.7 When required, occasional cycle storage (3 bicycles) can be accommodated within the gym building.
- 2.8 It has been suggested that an area suitable to accommodate the turning an 11.5m bin lorry should be provided. 11.5m is the largest of the council operated bin lorries however the site will only generate small amounts of commercial waste which will need to be collected by a private contractor. Bin collections will be made during the normal working day when the site is

relatively lightly used and ample turning space will be available. Arrangements will be made to ensure an appropriately sized vehicle is used.

2.9 The highway response includes concern related to the run-off of surface water from the access road onto the highway. Whilst this could be a valid concern, it is not related to the current application which is limited to the change of use of a single building on the site. There are alternative powers/methods available to the highway authority to manage such discharges; reliance on planning powers should be avoided.

3. Conclusions

- Parking standards assumed by the highway officer refer to maximum permissible provision covering all uses within the D2 class; the specified parking provision ratios are not necessarily applicable to all uses within the use class.
- IPC have operated from the site for a number of years with no concern related to the level of parking provision.
- The proposed change of use offers parking provision at an increased rate in comparison to the previous location.
- Waste management will be arranged with a private contractor and appropriate arrangements will be ensured.

The highway officer's concerns have been considered and addressed within the report; it is concluded that the inclusion of the requested planning conditions is not justifiable.

Appendices

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/P/2023/0691	Your Ref:	P/2023/0691
Date:	9 November 2023		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH B2 (GWEITHDY GWAITH COED) I DDOSBARTH D2 (CAMPFA) / CHANGE OF USE OF BUILDING FROM CLASS B2 (JOINERY WORKSHOP) TO CLASS D2 (GYM)

RHONES JOINERY MOLD ROAD GWERSYLLT WREXHAM
Grid Ref: E 331997.65 N 353093.12

We note the application is a change of use of existing B2 Joinery Workshop and D2 Gym covering 480 m².

Parking:

Based on 15m² per space as LPGN16e, this classification would require 32 dedicated car park spaces and 3 cycle space for this building. A layout demonstrating where these spaces are allocated and showing an adequate turning head for an 11.5m bin wagon within the site is required.

Traffic Flow:

We are aware the applicant is simply relocating premises within the same industrial park and aren't aware of any previous issues relating to traffic flow.

Access

Visibility splays are more than adequate, with traffic exiting onto the 20mph Hardwick Drive (adoption in progress) and then onto the 40mph A541 Mold Road.
The A541 north bound is served by a right hand turn lane into Hardwick Drive.

We refer to our standard Highways Guidance Notes below and to the need for drainage preventing the shared private drive rainwater from discharging onto Hardwick Drive.

In this instance this could be catered for with an aco drainage channel connecting into either a soakaway or surface water sewer, across the driveway, possibly at the gate shown in the picture below.



Conclusion

Subject to the above being provided and approved, or conditioned we would have no objections to this application.

Addendum:

Wrexham County Borough Council Highways Development Control Standard Advisory Notes

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;*
- 8. Lowering of kerbs or minor pavement alterations require Section 184 agreement*
- 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.

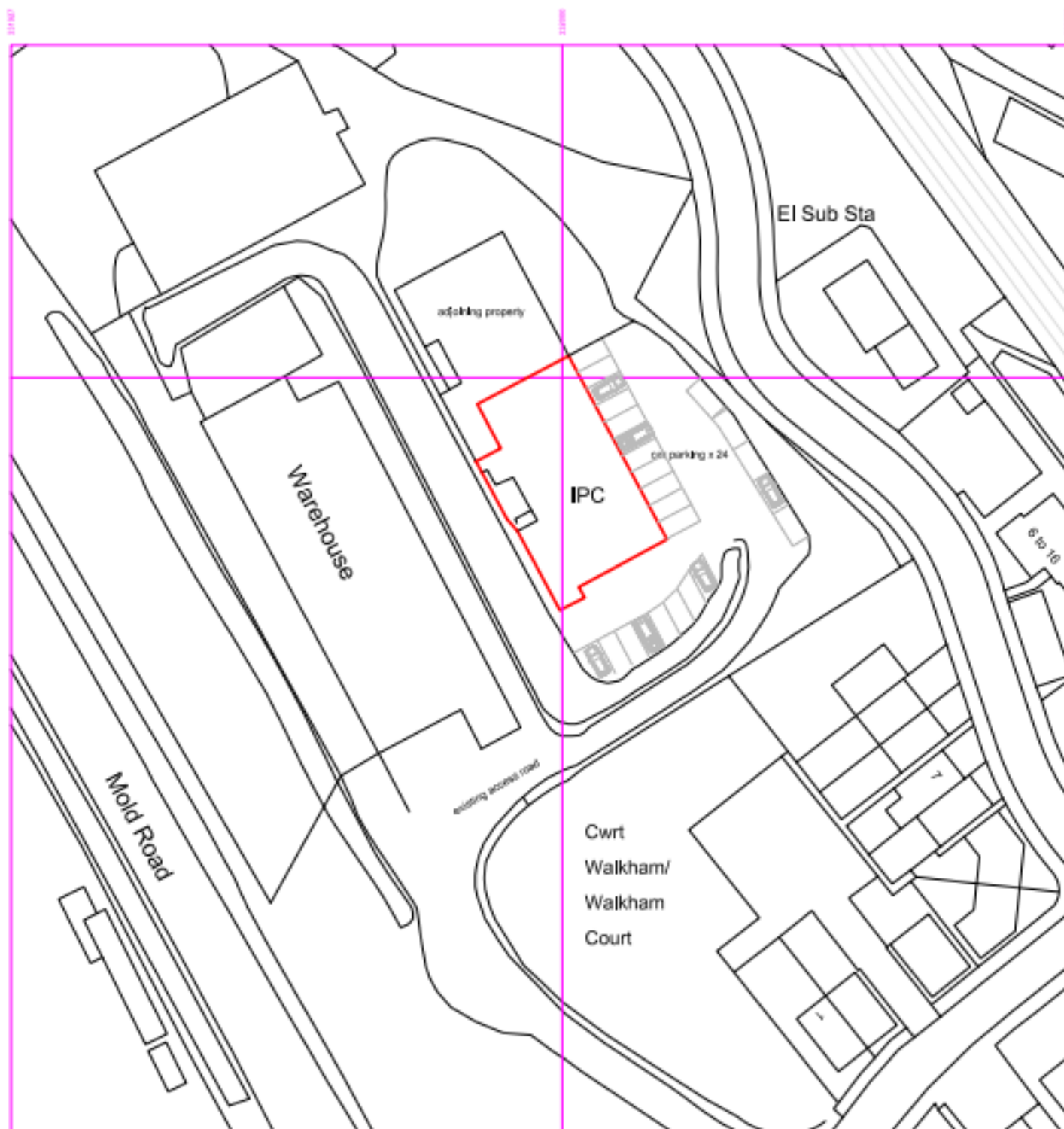
A handwritten signature in black ink, appearing to read 'A. Bailey'.

Chief Officer, Environment & Technical

North



Ordnance Survey
UKmapcentre.com



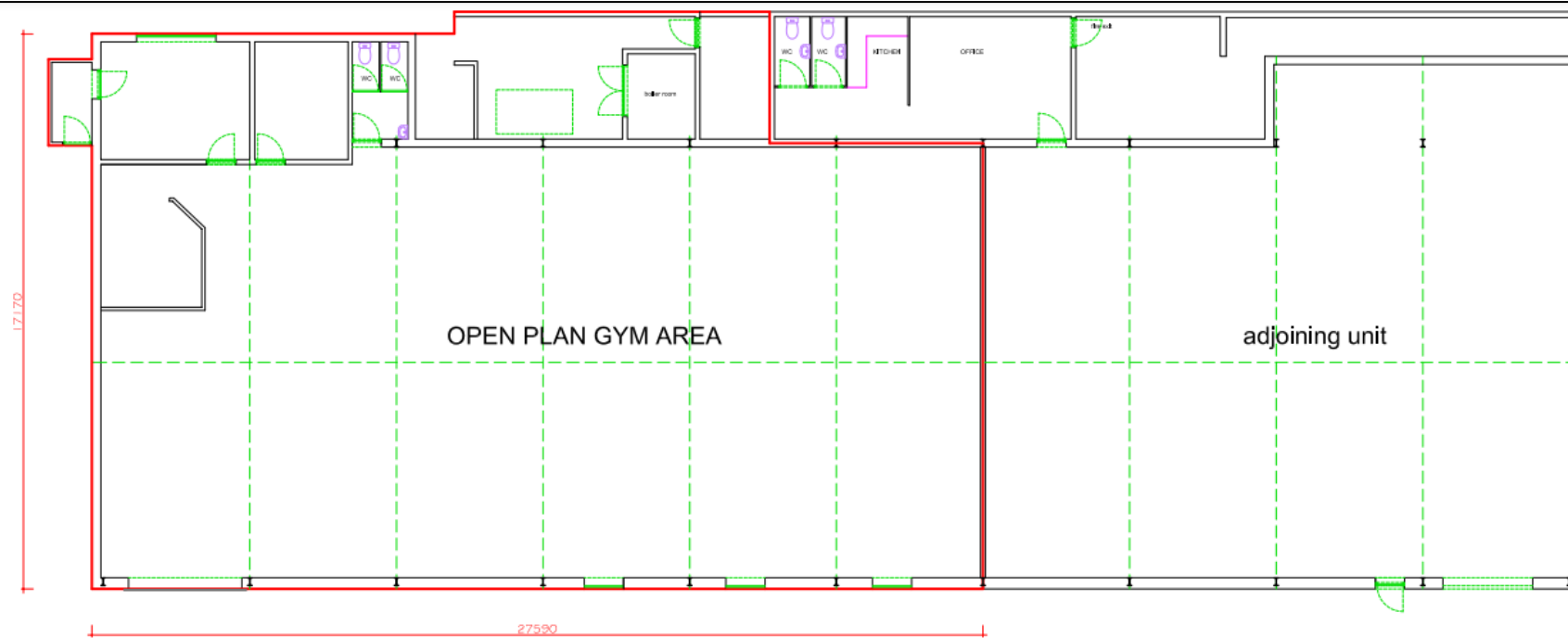
Scale bar in metres

go2plan

Design & Planning
tel: 07957 634478 email: jon@go2plan.co.uk

PROPOSED SITE PLAN
IPC WREXHAM
GWERSYLLT, WREXHAM
LL11 4AQ

Dwg No. GFU 003
Scale: 1: 500 @ A3
date: 16.05.24
drawn: jon evans

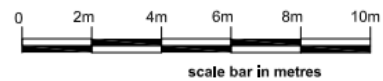


PROPOSED FLOOR PLAN

go2plan

Design & Planning

Tel: 07957 634478 email: jon@go2plan.co.uk



PROPOSED FLOOR PLAN
PROPOSED GYM AT FACTORY UNIT
GWERSYLLT

Dwg No. GFU 002
Scale: 1: 100 @ A2
date: 07.05.24
drawn: jon evans

Figure D

Type of Development	Parking Standard	Cycle Parking Standard
D1 Non-residential institutions Includes: Health centres, surgeries, schools, colleges, libraries, art galleries, museums and public halls (including places of worship)	2 car spaces plus 1 car space per 25m ² gross floor space	1 cycle space per 250m ² gross floor space
D2 Assembly and Leisure Includes: Cinemas, concert halls, leisure centres and sports centres	1 car space per 15m ² gross floor space	1 cycle space per 150 m ² gross floor space

Parking Provision

The Standards shown in Fig A - D set out parking standards for different land uses as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended). They set a maximum for new developments and changes of use and apply throughout the County Borough. For some uses operational parking (e.g. for delivery/freight haulage vehicles) in addition to non-operation parking (e.g. public/customer parking) is likely to be required. For uses not mentioned in Fig A - D the parking requirements will be determined on the basis of local circumstances and the potential demand for parking associated with that use.

The **car parking** standards set out below **are maximum** standards for each land use category. In accordance with national policy the Council has no minimum parking requirements. In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access.