

TOWN AND COUNTRY PLANNING ACT 1990

(AS AMENDED)

PLANNING AND COMPULSORY PURCHASE ACT 2004

**CHANGE OF USE FROM FURNITURE MANUFACTURE, STORAGE AND
ANCILLARY OFFICES (CLASS B2 AND B8) TO MIXED USE COMPRISING
VEHICLE STORAGE, SERVICING, BODYWORK REPAIRS, CAR
PREPARATION, VALETING AND OFFICES (CLASS B2 AND B8),
EXTERNAL AND INTERNAL ALTERATIONS, FORMER PARRYS RETAIL
FURNITURE WAREHOUSE, MOLD ROAD TRADING ESTATE,
GWERSYLLT, WREXHAM, LL11 4AQ**

PLANNING AND GREEN INFRASTRUCTURE STATEMENT - AMENDED

ON BEHALF OF MR PHIL GARDNER

NOVEMBER 2024

Ref: KJP/20/007

1.0 INTRODUCTION

- 1.1 Kerry James Planning has been commissioned by Mr Phil Gardner of Steve Hopewell Holdings t/a Lindop Toyota to act as Agent and to submit an application for the change of use from furniture manufacture, storage and ancillary offices (Class B2 and B8) to mixed use comprising vehicle storage, servicing, bodywork repairs, car preparation, valeting and offices (Class B2 and B8), external and internal alterations, former Parrys retail furniture warehouse, Mold Road Trading Estate, Gwersyllt, Wrexham, LL11 4AQ.
- 1.2 This planning statement will describe the proposed development and will assess the proposals against the relevant policies of the Development Plan and government guidance as expressed in Planning Policy Wales.

2.0 PLANNING HISTORY

- 2.1 There is no relevant planning history for the site.

3.0 NATIONAL AND LOCAL PLANNING POLICY

The Development Plan

- 3.1 The development plan for the area comprises the Wrexham Local Development Plan.
- 3.2 The Wrexham Local Development Plan provides the strategic and detailed policy framework for development for the period 2013 to 2028. The plan was adopted on 20th December 2023. Relevant policies include:
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| SP2 | Location of Development |
| SP11 | Transport and Accessibility |
| SP19 | Green Infrastructure |
| H1 | Housing Allocations |
| EM4 | Employment Development Outside of Settlement Limits |
| DM1 | Development Management Considerations |
| T1 | Managing Transport Impacts |
- 3.3 Policy SP2 states that new development is directed to the defined settlement limits and employment areas as identified on the Proposals Map.
- 3.4 Policy SP11 inter alia states that Wrexham's transport network will be developed in a safe, efficient and sustainable manner through the following measures: i. Restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network; vi. Ensure adequate levels of car parking taking into consideration the location and accessibility of new developments to existing public transport facilities and walking and cycling network.
- 3.5 Policy SP19 states that Wrexham's distinctive natural heritage provides a network of green and blue infrastructure. Protection, conservation and enhancement of natural heritage networks needs to be reconciled with the benefits of development. Development will be required to maintain the extent, quality and connectivity of multifunctional green infrastructure on or near a site, and, where appropriate to enhance it by: i. Creating new interconnected areas of green infrastructure between the proposed site and the existing network; ii. Filling gaps in the existing network to improve connectivity; iii. Protecting the features most valuable for both nature and people; and iv. In instances where loss of green infrastructure is unavoidable, provide mitigation and compensation for the lost assets on a site-specific basis.

- 3.6 Policy H1 states that land is allocated in the following locations as shown on the proposals map to help deliver the identified housing requirement over the plan period, 8 - Mold Road Industrial Estate, Hardwick Drive, Gwersyllt (15 units).
- 3.7 Policy EM4 states that new employment development outside of settlement limits will only be permitted through: i. The conversion of an existing building where: a) The building is suitable for the proposed use and is structurally sound and capable of conversion without extensive alteration, rebuilding or extension; and b) Conversion does not result in an unacceptable impact on the structure, form, character or setting of a building of historic or architectural merit; and c) The proposed use(s) and the curtilage of the development, either individually or cumulatively with other similar developments, do not result in a harmful effect on the character of the site, infrastructure, the wider countryside and is appropriate in scale for its location in terms of traffic generation.
- 3.8 Policy DM1 states that development proposals, where relevant, must: i. Accord with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape/ townscape in terms of their siting, layout, scale, height, design, density, use of materials and landscaping; ii. Not have an unacceptable effect on the amenity of the occupiers of nearby properties/land; and provide a satisfactory standard of amenity for the occupiers/users of the development itself; iii. Safeguard the environment from the adverse effects of pollution of water, land, noise, light or air, or land instability, arising from development; iv. Take account of personal and community safety and security in their design and layout; v. Prioritise walking, cycling and public transport use ahead of travel by car; vi. Not give rise to highway safety, pedestrian safety or parking problems on site or in the locality; vii. Contribute to low carbon communities through energy efficiency, be designed to minimise the use of non-renewable energy, water and the production of waste both during construction and when in use; viii. Not increase the risk of flooding but make adequate provision for sustainably dealing with foul and surface water drainage and not result in an unacceptable impact upon the water environment; ix. On sites which have previously been developed, new development proposals should make use of existing suitable building materials wherever possible for appropriate uses in order to re-use recyclable materials and reduce the amount of imported materials; and x. Ensure that any risks arising from past coal mining, as indicated on the constraints map, can be adequately managed.
- 3.9 Policy T1 states that proposals for new development will be supported where they: i. Facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle; ii. Mitigate any significant adverse effects upon the transport network that arise from the proposed development including improvements to transport infrastructure where required; iii. Do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation; iv. Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring; v. Make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010. Developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan.

Material Considerations

- 3.10 Other material considerations relevant to this application include Government Guidance and Supplementary Planning Guidance Notes.

Government Guidance

- 3.11 Planning Policy Wales (PPW) (February 2021) sets out the land use planning policies for the Welsh Assembly Government and is supplemented by a series of Technical Advice Notes. Paragraph 1.2 states that the primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. A well functioning planning system is fundamental for sustainable development and achieving sustainable places.
- 3.12 Paragraph 1.4 states that PPW and the National Development Framework (published as Future Wales – the National Plan 2040) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs). Paragraph 1.5 states that the Development Management Manual focuses on the procedural aspects of development management and provides guidance for all participants in the development management process to encourage greater fairness, transparency and consistency across Wales. Paragraph 1.30 states that development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning applications. It is led by the planning authority, working collaboratively with those proposing developments and other stakeholders including the local community. It must be undertaken in the spirit of partnership and inclusiveness (using the five ways of working) and supports the delivery of key priorities and outcomes (contributing to improving the social, economic, environmental and cultural well-being).
- 3.13 Section 2 is concerned with people and places. Paragraph 2.2 states that Sustainable Places are the goal of the land use planning system in Wales; they are the output of the planning system rather than the process of achieving them. All development decisions, either through development plans policy choices or individual development management decisions should seek to contribute towards the making of sustainable places and improved well-being.
- 3.14 Paragraph 2.3 states that the planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.
- 3.15 Paragraph 2.5 states that the planning system is the key mechanism for delivering sustainable places. It provides a critical mechanism where opportunities for long term benefit and integrated decision making meet, allowing preventative and proactive solutions to be found.
- 3.16 Paragraph 2.13 states that the plan-led system underpins the delivery of sustainable places. To ensure all development plans and decisions taken by the planning system work together to deliver sustainable places. The 5 Key Principles represent a guiding vision for all development plans, including the NDF. These principles support the culture change needed to embrace placemaking and ensure that planning facilitates the right development in the right place and include: growing our economy in a sustainable manner; making best use of resources; facilitating accessible and healthy environments; creating & sustaining communities and maximising environmental protection and limiting environmental impact.
- 3.17 Paragraph 2.27 states that planning authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process and assessed in accordance with the five ways of working to ensure a balanced

assessment is carried out to implement the Well-being of Future Generations Act and the Sustainable Development Principle. Key factors in the assessment process include social considerations, economic considerations and environmental considerations.

- 3.18 Section 3 is concerned with Strategic and Spatial Choices. Paragraph 3.3 states that good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surroundings area. Paragraph 3.4 states that design is an inclusive process, which can raise public aspirations, reinforce civic pride and create a sense of place and help shape its future. For those proposing new development, early engagement can help to secure public acceptance of new development. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales.
- 3.19 Paragraph 3.5 states that good design is inclusive design. Development proposals should place people at the heart of the design process, acknowledge diversity and difference, offer choice where a single design solution cannot accommodate all users, provide for flexibility in use and provide buildings and environments that are convenient and enjoyable to use for everyone. Paragraph 3.6 states that development proposals must address the issues of inclusivity and accessibility for all. This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children.
- 3.20 Paragraph 3.7 states that good design promotes environmental sustainability and contributes to the achievement of the well-being goals. Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution.
- 3.21 Paragraph 3.55 states that previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.
- 3.22 Section 4 is concerned with active and social places. The document states that active and social places are those which promote our social, economic, environmental and cultural well-being by providing well connected cohesive communities. Paragraph 4.4.1 states that the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution.
- 3.23 Section 5 is concerned with productive and enterprising places. Paragraph 5.4.1 states that for planning purposes the Welsh Government defines economic development as the development of land and buildings for activities that generate sustainable long term prosperity, jobs and incomes. The planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses. Paragraph 5.4.2 states that

economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services. Paragraph 5.4.4 states that wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration.

- 3.24 Section 6 is concerned with distinctive and natural places. Paragraph 6.0.2 states that the special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right, for historic, scenic, aesthetic and nature conservation reasons. These features give places their unique identity and distinctiveness and provide for cultural experiences and healthy lifestyles.
- 3.25 Paragraph 6.2.1 states that green infrastructure is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. Component elements of green infrastructure can function at different scales and some components, such as trees and woodland, are often universally present and function at all levels. At the landscape scale green infrastructure can comprise entire ecosystems such as wetlands, waterways, peatlands and mountain ranges or be connected networks of mosaic habitats, including grasslands. At a local scale, it might comprise parks, fields, ponds, natural green spaces, public rights of way, allotments, cemeteries and gardens or may be designed or managed features such as sustainable drainage systems. At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks.
- 3.26 Paragraph 6.2.2 states that the Environment (Wales) Act 2016, provides a context for the delivery of multi-functional green infrastructure. Its protection and provision can make a significant contribution to the sustainable management of natural resources, and in particular to protecting, maintaining and enhancing biodiversity and the resilience of ecosystems in terms of the diversity within and connections between ecosystems and the extent and condition of these ecosystems, so that they are better able to resist, recover from and adapt to pressures. This means that the development of green infrastructure is an important way for local authorities to deliver their Section 6 duty.
- 3.27 Paragraph 6.2.5 states that the quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.
- 3.28 A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.21) has been applied.
- 3.29 Paragraph 6.4.5 states that planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity. In doing so planning authorities must also take account of and promote the resilience of ecosystems, in particular the following aspects: • diversity between and within ecosystems; • the connections

between and within ecosystems; • the scale of ecosystems; • the condition of ecosystems including their structure and functioning; and • the adaptability of ecosystems. A net benefit for biodiversity is the concept that development should leave biodiversity and the resilience of ecosystems in a significantly better state than before, through securing immediate and long-term, measurable and demonstrable benefit, primarily on or immediately adjacent to the site. The step-wise approach outlined below is the means of demonstrating the steps which have been taken towards securing a net benefit for biodiversity. In doing so, planning authorities must also take account of and promote the resilience of ecosystems.

- 3.30 Paragraph 6.4.21 states that planning authorities must follow a step-wise approach to maintain and enhance biodiversity and build resilient ecological networks by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible.

TAN12

- 3.31 The latest version of Technical Advice Note 12 “Design” was published in March 2016. Paragraph 2.1 states that the design of our villages, towns, cities and the urban and rural landscape is important in articulating our nation and our culture. Paragraph 2.2 states that the Welsh Government is strongly committed to achieving the delivery of good design in the built and natural environment which is fit for purpose and delivers environmental sustainability, economic development and social inclusion, at every scale throughout Wales - from householder extensions to new mixed use communities.

TAN23

- 3.32 TAN23 is concerned with “Economic Development” and was published in February 2014. Paragraph 2.1.1 states that it should not be assumed that economic objectives are necessarily in conflict with social and environmental objectives. Often these different dimensions point in the same direction. Planning should positively and imaginatively seek such ‘win-win’ outcomes, where development contributes to all dimensions of sustainability. Paragraph 2.1.2 states that where economic development would cause environmental or social harm which cannot be fully mitigated, careful consideration of the economic benefits will be necessary. There will of course be occasions when social and environmental considerations will outweigh economic benefit. The decision in each case will depend on the specific circumstances and the planning authority’s priorities.
- 3.33 Paragraph 2.1.3 states that it is a central objective of the planning system to steer development to appropriate locations. Therefore, where a proposed development would cause unacceptable environmental or social harm, demand should be steered to an alternative location, unless the harm is outweighed by the additional benefit of development at the original site in question. Such alternative locations will not necessarily be in the same local authority area. The TAN does not override any environmental legislative requirements that may apply to a particular site. Paragraph 2.1.4 states that it is recognised that quantifying the economic impacts is not always straight forward. To assess these benefits and weigh them against any social or environmental damage that development may cause, local planning authorities should use a qualitative, criteria-based approach as set out below. Paragraph 2.1.5 states that where a planning authority is considering a site allocation or planning application that could cause harm to the environment or social cohesion, it should ask three questions in order to help clarity and balance the economic, social and environmental issues. These questions should be used to assist the normal planning decision making processes.

Development Management Manual

- 3.34 Paragraph 1.1.1 states that Development Management (DM) is a positive and proactive approach to shaping, considering, determining and delivering development proposals. It is led by the local planning authority (LPA), working collaboratively with those proposing developments and other stakeholders. It is undertaken in the spirit of partnership and inclusiveness and supports the delivery of key priorities and outcomes.

4.0 APPRAISAL

The Development

- 4.1 This Planning Statement considers an application for change of use from furniture manufacture, storage and ancillary offices (Class B2 and B8) to mixed use comprising vehicle storage, servicing, bodywork repairs, car preparation, valeting and offices (Class B2 and B8), external and internal alterations at the former Parrys retail furniture warehouse, Mold Road Trading Estate, Gwersyllt, Wrexham, LL11 4AQ.
- 4.2 The development is linked to the existing car showroom and MOT repairs and servicing business which operates from the site at Bradely. The applicant is Steve Hopewell Holdings trading as Lindop Toyota. Lindop Toyota was established in 1973. It is a family owned company by a resident of Wrexham that has the Toyota franchise at Bradley. Planning permission was granted in September 2021 for the relocation of the existing access and extension to car park (Reference number GWE P/2020/0510). This was sought to alleviate parking and access problems at the Bradely site, the main dealership. Unfortunately it has not been possible to implement the permission. As such Lindop Toyota has looked for alternative solutions. Premier Metal Works (Llandudno Junction) Ltd, trading as Premier Toyota has recently purchased the industrial/warehouse building at Mold Road Trading Estate. Lindop Toyota, who will be the tenant, propose to use the site for the following:
- 1) New and used car preparation. This involves installing 3 car lifts and performing pre-delivery inspections, used car safety checks and servicing and minor repair. This is largely work that will be initially relocated from the existing dealership. However as the business grows, there will be an element of growth between the combined sites.
 - 2) Minor bodywork repairs such as dents, scratches and windscreen chips. This is work that is currently done in the pre-fabricated garages at the Wrexham dealership in Bradley and does not require a body shop oven. This is work that will transfer from the Bradley site.
 - 3) Valeting and washing new and used cars.
- 4.3 The application needs to be considered against national and local planning policy. The first issue to consider is whether the development would be acceptable in principal.

Principle

- 4.4 The site is located within the settlement limit for Gwersyllt. The strategic policies of the Local Development Plan sets out the broad locations for development. Policy SP2 states that that new development is directed to the defined settlement limits and employment areas as identified on the Proposals Map.
- 4.5 The site forms part of an allocation for housing as set out in Policy H1.
- 4.6 In terms of general guidance on matters relevant to the consideration of a planning application, Section 9.1.2 of the Development Management Manual (DMM) confirms

the requirement that planning applications 'must be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise'. It advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned. The DMM further states that material considerations can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Section 9.4).

- 4.7 The DMM has to be considered in conjunction with Planning Policy Wales, Edition 11 (February 2021) and other relevant legislation. Paragraph 2.2 states that Sustainable Places are the goal of the land use planning system in Wales; they are the output of the planning system rather than the process of achieving them. All development decisions, either through development plans policy choices or individual development management decisions should seek to contribute towards the making of sustainable places and improved well-being. Paragraph 2.3 states that the planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.
- 4.8 Paragraph 2.5 states that the planning system is the key mechanism for delivering sustainable places. It provides a critical mechanism where opportunities for long term benefit and integrated decision making meet, allowing preventative and proactive solutions to be found. Paragraph 2.27 of PPW states that planning authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process and assessed in accordance with the five ways of working to ensure a balanced assessment is carried out to implement the Well-being of Future Generations Act and the Sustainable Development Principle. Key factors in the assessment process include social considerations, economic considerations and environmental considerations. Paragraph 3.51 states that previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is suitable for development.
- 4.9 Paragraph 4.01 states that the active and social theme of planning policy topics covers transport, housing, retail and commercial development, community facilities and recreational spaces. Paragraph 4.2.17 states that maximising the use of suitable previously developed and/or underutilised land for housing development can assist regeneration and at the same time relieve pressure for development on greenfield sites.
- 4.10 Planning Policy Wales states that the planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses. Paragraph 5.4.2 states that economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services. Paragraph 5.4.4 states that wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration.
- 4.11 The site at Mold Road Trading Estate is located within the settlement limit for Gwersyllt. It is a brownfield site. The development would allow for the site to remain in commercial/employment use. More importantly it would enable Toyota Lindop to resolve current parking and access issues at the Bradley Showroom site and for the overall business to be retained within the Wrexham Area. The site would enable Toyota Lindop to grow the existing business. The development would involve the relocation of 3 full time staff from the Bradley site. However it would also create an additional 3 full time new jobs.

- 4.12 Subject to compliance with other policies of the Local Development Plan, it is considered that the development is acceptable in principle. In the determination of the planning application, a number of other material considerations are relevant, these include visual amenity, residential amenity, highway safety and green infrastructure.

Visual amenity

- 4.13 PPW states that the visual appearance of proposed development, its scale and its relationship to its surroundings and context are material planning considerations. Local planning authorities should reject poor building and contextual designs. This advice is further expanded in TAN12.
- 4.14 Policy DM1 of the Local Development Plan states that development proposals, where relevant, must accord with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape/ townscape in terms of their siting, layout, scale, height, design, density, use of materials and landscaping.
- 4.15 The site comprises a dated industrial warehouse building. It is constructed of block walls with asbestos cement cladding to the walls and roof. A two storey element has been erected at the front of the building and is constructed of painted (in parts) blockwork. The building is in poor physical appearance, unsightly and currently detracts from the site and surroundings. The proposal to replace the wall and roof cladding (partly in retrospect) would greatly enhance the building and surroundings and not be detrimental to its character and appearance. The materials are typical of those found on industrial/commercial premises. It is noted that a new unit has recently been erected adjacent to the site, with similar materials. Please refer to the photographs within Appendix KJP1. The development would provide an overall improvement in the visual amenities of the building and adjacent land.
- 4.16 It is not considered that the development would have any detrimental impact upon the visual amenities of the site itself or the surrounding area. The proposal would accord with Policy DM1 of the Local Development Plan.

Residential amenity

- 4.17 Policy DM1 requires that development does not have an unacceptable effect on the amenity of the occupiers of nearby properties/land and provides a satisfactory standard of amenity for the occupiers/users of the development itself. It also requires that development safeguards the environment from the adverse effects of pollution of water, land, noise, light or air, or land instability, arising from development.
- 4.18 The nearest residential properties are located in Hardwick Drive, approximately 55 metres from the building. The building itself is served by an access road off Hardwick Drive. The proposed nature of the development is such that it will provide an extension to the operational facilities at the site in Bradley. The building would not be used for car sales and no members of the public would visit the site. As referred to above, the building would be used for vehicle storage, servicing, bodywork repairs, car preparation, valeting and offices. The bodywork repairs, such as dents, scratches and windscreen chips are currently undertaken in pre fabricated garages at the Bradley site and do not require a body shop oven. Within the application building, a body paint booth would be installed. Please refer to the specification. Toyota only use water based paint so there is no contamination or any other effects on the environment. Only warm air would be emitted from the exhaust as it is filtered before it reaches the chimney. The site would be operated during normal business hours. New cars would be brought to the site on a transporter which would park within the parking area on the access road and not on Hardwick Drive. Consideration needs to

be given to the previous use of the site for manufacturing and retail of furniture (Class B2 and B8) in terms of noise and intensity of use.

- 4.19 Having regard to the scale and nature of the proposal, the location within the existing Trading Estate and the previous use, it is not considered that the development would have any detrimental impact upon the residential amenities of adjacent occupiers. The development would accord with Policy DM1 of the Local Development Plan.

Highway safety

- 4.20 Policy DM1 requires that development does not give rise to highway safety, pedestrian safety or parking problems on site or in the locality.
- 4.21 Policy T1 states that proposals for new development will be supported where they mitigate any significant adverse effects upon the transport network that arise from the proposed development including improvements to transport infrastructure where required, do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation; provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring. As referred to above, Toyota has purchased the site, partly to alleviate parking and access issues associated with the showroom and garage site at Bradley.
- 4.22 In terms of traffic generation to the site, approximately 20 cars would be brought to the site on a daily basis. No customers would visit the site, cars would only be dropped off and picked up by Toyota staff. It is considered that the previous use of the building as a furniture retail warehouse, where visitors frequented, would have resulted in a more intensive use than the proposed.
- 4.23 In terms of parking provision, the site comprises the building itself and a small area of land to the east, north and south. There are three existing car parking spaces to the left of the buildings south entrance. These would be retained and are shown on the proposed floor plans. The spaces would be utilised by staff (as referred to above, no customers visit the site). Reference has been had to the guidance provided within LPG 16 Parking Standards. The document states that for Class B2, the car parking standard is 1 space per 50m² gross floor space and for Class B8, it is 1 per 100m². The proposed use of the building would comprise a mix of Class B2 and B8. The gross floor area is approximately 830 sq metres. The B2 use would amount to approximately 270m² and the B8 use 560m². This would require 10 to 11 spaces.
- 4.24 It is accepted that the site does not provide 11 spaces outside of the building, only 3. However, consideration needs to be given to how the site would operate. As referred to above, no visitors would visit the site, and parking would only be required for Toyota staff. The three existing car parking spaces within the application site would be retained for staff parking. There is a total of 6 staff operating from the building. In addition to the three spaces within the site, there are further parking spaces available for staff on the slip road leading up to the building. There would be no staff parking on any public road. It is considered that adequate car parking provision would be provided. Consideration needs to be given to the previous use of the site for manufacturing and retail of furniture (Class B2 and B8).
- 4.25 The Active Travel (Wales) Act 2013 requires that, as highway authorities, local authorities and the Welsh Ministers must take reasonable steps to enhance the provision made for walkers and cyclists, as far as it is practicable to do so. "Active travel" is a useful term to differentiate between walking and cycling as a means of transport and walking and cycling solely for leisure. Toyota supports sustainable transport methods and encourages staff to use public transport, walk and cycle to work. In terms of cycling, two Sheffield Cycle stands would be provided within the site

for employees use. With regards to walking, the site is located off the main A541 Mold to Wrexham Road. The road has a wide footpath on the eastern carriageway, which is lit with national standard street lights. The footpath links the urban areas of Gwersyllt with Wrexham. With regards to public transport, a regular bus route operates along the A541. The service connects Mold and Wrexham, from both which further bus connections can be made. In addition, Gwersyllt train station is located less than 500 metres from the application site. This station is served by the Wrexham to Biston local line. National rail links are provided by Wrexham main train station.

- 4.26 Having regard to the scale and nature of the proposal, the location within the existing Trading Estate and the previous use of the building as a retail warehouse, including for manufacture, it is not considered that the development would have any detrimental impact upon highway safety. The development would accord with Policy DM1 of the Local Development Plan and PPW by providing a safe and convenient access for all, adequate parking and manoeuvring space and promoting Active Travel.

Biodiversity and Green Infrastructure

- 4.27 Paragraph 6.2.1 of PPW states that green infrastructure is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. Component elements of green infrastructure can function at different scales and some components, such as trees and woodland, are often universally present and function at all levels. At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks.
- 4.28 Paragraph 6.2.5 states that a green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.21) has been applied.
- 4.29 Paragraph 6.4.5 of PPW states that planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity. In doing so planning authorities must also take account of and promote the resilience of ecosystems, in particular the following aspects: • diversity between and within ecosystems; • the connections between and within ecosystems; • the scale of ecosystems; • the condition of ecosystems including their structure and functioning; and • the adaptability of ecosystems.
- 4.30 Paragraph 6.4.21 states that planning authorities must follow a step-wise approach to maintain and enhance biodiversity and build resilient ecological networks by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible.
- 4.31 The application site is relatively modest in size and comprises the application building itself and areas of hardstanding immediately adjacent. There is no existing soft landscaping within the site. Unfortunately there is no spare land to create any opportunities for soft landscaping due to operational requirements. Adjacent to the site is a large area of highway verge and sections of woodland/tree planting which serve to provide green infrastructure for the area. Please refer to the photographs

within Appendix KJP1. In order to provide biodiversity gain, it is proposed to install bird and bat boxes to the building.

- 4.32 It is not considered that the development would have any detrimental impact upon biodiversity. In accordance with PPW, the development would provide biodiversity enhancement.

5.0 CONCLUSION

- 5.1 For the reasons given above it is considered that the proposed development, change of use from furniture manufacture, storage and ancillary offices (Class B2 and B8) to mixed use comprising vehicle storage, servicing, bodywork repairs, car preparation, valeting and offices (Class B2 and B8), external and internal alterations is acceptable in principle.
- 5.2 It is considered that the proposed development would not cause harm to visual amenity, highway safety, residential amenity or biodiversity.
- 5.3 The development would accord with policies contained within the adopted Wrexham Local Development Plan and comply with national guidance as expressed Planning Policy Wales and Technical Advice Notes.
- 5.4 It is therefore requested that planning permission be granted.

Appendix KJP1 Photographs

Interior











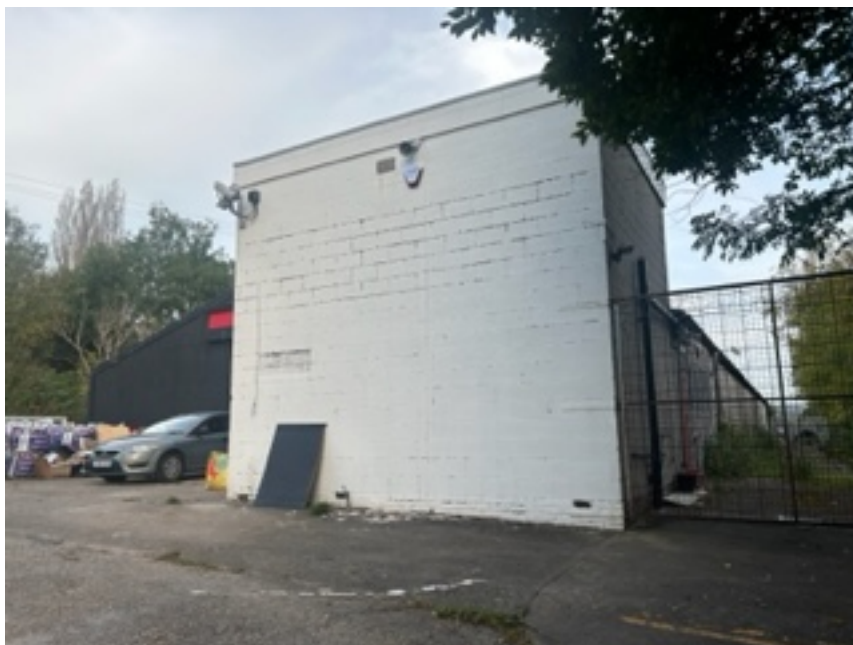
Exterior prior to works













Exterior during works









Access track and entrance









Adjacent buildings/surroundings





