

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0188 Res(2)	Your Ref:	P/2024/0188
Date:	02/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD UNED WAG I DDOSBARTH D2 (CAMPFA) / CHANGE OF USE OF VACANT UNIT TO CLASS D2 (GYM)

UNIT 5 PANDY BUSINESS PARK PANDY WREXHAM
Grid Ref: E 333327.45 N 353190.09

I refer to your consultation / email dated 29/04/2024 in respect of the above.

Access

The proposed development site is located on Plas Acton Road which is a classified road subject to a 20mph speed limit.

Any proposed / existing access would normally require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility from the existing access onto Plas Acton Road serving the existing industrial estate is adequate providing splays in excess of 2.4 x 25m in both directions.

The existing access serving the business park is approximately 9.7m wide and surfaced with hard bound materials and is considered adequate to serve the proposed development.

Parking & Turning Provision

The proposed gym would come under LPGN 16 - D2 Use which requires a maximum of 1 car space per 15m²gfa. Based on a gross floor area of 338m², the proposed gym would require a maximum of 23 spaces. The previously submitted layout plan only appeared to indicate 10 no. parking spaces. However, there are potentially a significant number of additional communal parking spaces available within the existing industrial estate which I understand can be used by the existing units. The landlord has confirmed that there are approximately 27 existing communal spaces at the top of the estate and 24 communal spaces adjacent to unit 5. I understand units 1,2,4 ,6 & 8 also all have designated spaces in addition to the communal car parks. The available parking provision for the proposed development is considered adequate.

Active Travel

I have emailed our Active Travel Section in respect of any specific requirements for the proposed development (eg/ cycle parking / shelters) that may be required under the Active Travel Act Guidance. **I will forward any comments when they are received.**

In the absence of any further comments, I would recommend that a minimum of 1 cycle space per 150 m² gross floor space is provided.

Public Footpaths

Public Footpath No.112 - Overton passes through the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

I would therefore have no objections to the proposed development and recommend any permission include the following condition:-

CONDITION

ZJ41	GENERAL LAYOUT
026R	Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant:

Public Footpath No.21 - Gwersyllt passes through the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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 asked 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 from 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.



Chief Officer, Environment & Technical