

Our ref: KJP/20/007

3rd February 2025

Jenni Perkins
Senior Planning Officer
Economy and Planning
Wrexham County Borough Council
Lambpit Street
Wrexham
LL11 1AR

Dear Jenni

Re: Former Parrys retail furniture warehouse, Mold Road Trading Estate, Gwersyllt, Wrexham, LL11 4AQ

I refer to our recent email correspondence regarding the above.

I would like to address the issues that you have raised in connection with the application. Previous traffic generation to and from the site is a material consideration in the determination of the planning application. The history of the site is complex. In her email of the 3rd July 2023 to the applicant, Louise Philips advised that the only planning history for the site are for the masts to the rear of the site and that there are no recorded planning permissions for the building itself. Nevertheless, she commented that in planning terms the building is considered to be within a warehouse (B8) use with associated sales area. As such, the initial planning application submitted in January 2024 sought permission for the "Change of use from furniture storage and ancillary offices (Class B8) to mixed use comprising vehicle storage, servicing, bodywork repairs, car preparation, valeting and offices (Class B2 and B8), external and internal alterations". During the course of application, it became apparent that not only was the premises used for the storage and sales of furniture, it was also used for manufacturing of furniture. Consequently in November 2024, the description of development was amended by the applicant to "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)". Unfortunately there are no floor plans to show the layout of the building for this use.

The actual date of when the premises ceased to be in use for the manufacture, storage and sales of furniture is not known, though it is understood to be in the early 2000's. The parking situation on site would have been the same as the existing (i.e 3 on site parking spaces at the front of the building). Due to the nature of the business, being manufacture, storage and sales of furniture, it is most likely that the business generated a number of daily HGV movements for the transportation of the goods (beds, sofas etc) into and out of the building. Retail customers to the premises would have parked on the access road as the 3 on site parking spaces would have been utilized by sales and office staff. The HGV vehicles would also have to have loaded and unloaded onto the access road, outside of the application site itself.

The building was then used as an indoor football centre and gym for 14 years. The last known occupier, immediately prior to Toyota was IPC, Inspire Training Academy. They vacated the site in September 2023. The building was in use during the day and evening for classes (10.00am to 10.00pm) for both adults and children. The classes included fitness, circuits, strength training, martial arts, jiu-Jitsu and fight training. These classes were run for groups of people and not on a one to one basis. Unfortunately there are no floor plans to show the layout of the building for

this use as it was empty when Toyota purchased the site. Given the on site parking provision, customers and visitors parked on the access road and other land surrounding the building. The adopted parking standards for Class D2 leisure as set out in the LPG is 1 car space per 15m² gross floor space, whereas the requirement for Class B2 is 1 space per 50m² gross floor space and for Class B8, it is 1 per 100m². The gross floor area is approximately 830 sq metres. The former D2 use should have required a parking provision of 55 spaces, compared to 10 to 11 for the current mixed B2/B8 use.

It is considered that the use of the premises by Toyota results in a reduction in vehicle movements, both in terms of cars and HGV,s to the site than the previous uses as a furniture manufacture, storage and sales business and as a gym/football training centre. Nevertheless, the applicant has already agreed to cease any use of the access track for overspill parking in connection with the business. In terms of HGV movements, I would confirm that no HGVs visit the site. All cars are driven from the main site or dropped off. I have already confirmed that up to 20 cars a day are brought to the site. Not all of these are returned to the main site or customers on the same day.

You have raised a query regarding the two access doors on the south west elevation of the building which open onto the internal roadway. The most northern access door is not new and is shown on the existing floor plans. The second doorway is new. Both doorways allow access onto the internal access road, with no restrictions.

With regards to residential amenity, the intensification of use of the site would have been greater when the premises were used as a furniture warehouse and a gym/football centre. Both these uses were in place prior to the adjacent housing development being built. The applicant has agreed to a condition being imposed on any planning permission granted to ensure that the roller shutter door is closed unless cars are maneuvered into or out of the building. It is not considered that an acoustic fence is required. The roller shutter successfully reduces any noise emanating from the building. To erect an acoustic fence along the southern site boundary line would detrimentally affect the existing parking provision.

I trust that you will find the above useful. Should you require further information, please do not hesitate to contact me.

Kind regards

Yours sincerely

K James

Kerry James BSc (Hons) MTPL MRTPI