

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0795 **Your Ref:** SJG/P/2020/0795
Date: 11th February 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 374 500 Unit 6, Ash Road North, Wrexham Industrial Estate, Wrexham.

Development: Change of use from B2 to fitness studio D2.

I refer to your consultation / email dated 03/12/2021 in respect of the above.

Access

The proposed development site is located on Ash Road North which is an unclassified road subject to a 40mph speed limit. Although vehicles may well travel up to 40mph approaching from the north, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south.

Based on the above speeds, any proposed / existing access in this location would normally require visibility splays of 2.4 x 43m in the southerly direction and 2.4 x 120m in the northerly direction measured to the nearside edge of the adjoining highway.

Visibility from the existing access onto Ash Road North is currently inadequate in both directions providing splays of approximately 2.4 x 27m to the south and 2.4 x 54m to the north measured to the nearside edge of the adjoining highway. Visibility is currently impeded in the southerly direction by the existing private sign. Visibility is impeded in the northerly direction by the existing vegetation.

I would recommend that these obstructions to visibility are removed / setback in the interests of highway safety. I would normally be unable to support any proposed development that would result in any significant increase in vehicle movements compared with the existing / permitted use utilizing this access.

Parking and Turning Provision

The existing unit comprises a gross floor area of 408m². Based on LPGN 16 requirements the existing business would require a maximum of 8 spaces. I understand that the business has 7 allocated spaces and use of the 29 communal spaces on the estate that are shared between the 4 existing units.

The proposed fitness studio would fall under class D2 use which would normally require a maximum of 27 spaces in accordance with LPGN 16 requirements. Assuming that the 29 communal spaces were divided equally amongst the 4 existing units, it could be assumed that each unit could have approximately 7 additional spaces available. On this basis, Unit 6 could be viewed as having up to 14 spaces available.

Compared with LPGN 16 maximum requirements, the proposed fitness studio could be viewed as having a shortfall of 48% parking provision. However, the applicant has indicated that the maximum weekday class size will only be 12 – 14 members. The applicant has indicated that core class times will be 06:00 – 07:00, 07:00 – 08:00, 17:30 – 18:30, 18:30 – 19:30 and 19:30 – 20:30. It is stated that this coincides with the closing hours of the current existing businesses and therefore potentially frees up spaces that will not be in use. The applicant has stated that he also wishes to run 3 – 4 classes and personal training throughout the day.

Although, the proposed fitness studio could potentially operate a limited service which may well be catered for by the allocated spaces plus communal spaces, parking provision still potentially falls significantly short of LPGN 16 maximum standards. During a site visit on 10/02/2021, it appeared obvious that there was an existing parking problem within the overall car park whereby a number of vehicles were double parked around the adjoining units and the majority of the communal spaces were occupied. If this represents the typical parking arrangements at the site then there would appear to be very limited provision for those using the proposed fitness studio.

It is unclear how the current parking arrangements could be addressed and controlled by a suitable planning condition. Any future adjoining businesses may well operate during times that conflict with the core times of the proposed fitness studio.

In conclusion, it may be difficult to support the proposed development given the existing parking issues at the site. I assume that the issue of visibility at the main access could be addressed by the landlord of the site but may be out of the control of the applicant.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Owen' or similar, written in a cursive style.

Chief Officer Environment & Technical