

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/MZ/P/2024/0231	Your Ref:	P/2024/0231
Date:	05/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O UNEDAU DIWYDIANNOL I GAMPFA / CHANGE OF USE OF BUILDING FROM INDUSTRIAL UNITS TO GYM UNITS 27 - 29 ABENBURY WAY WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 337336.02 N 350408.25

I refer to your consultation / email dated 17/04/2023 in respect of the above.

It is the LHA's understanding that the proposals are for the change of use of building from industrial units to gym, three units are proposed to be used within the Wrexham Industrial Estate on Abenbury Way.

The proposed unit is stated to be 1248 sq m of gross floor area in size. Planning Policy Wales Technical Advice Note 18 for Transport sets out that for a leisure facility over 1000 sq m of gross floor area that a Transportation Assessment should be provided. The Transportation Assessment should provide details of car parking, cycle parking and servicing for the unit. No information is provided in this regard as part of the proposals submitted.

Local Planning Guidance Note no 16 sets out the required car parking and cycle parking within Wrexham. For D2 Assembly and leisure uses there is a requirement for 1 car parking space per 15 sq m and 1 cycle parking space per 150 sq m gross floor space. Therefore on the basis of the floorspace proposed the provision of 83 car parking spaces are required and the provision of 8 cycle parking spaces. The design of cycle parking spaces should be Sheffield stands for short stay parking and should be 750mm high, 700mm long and set at least 250mm into the ground, they should be spaced a minimum of 800mm apart and be no closer than 500mm to a building or blank wall. For long stay cycle parking for staff developers should provide more secure parking facilities in the form of cycle cages or lockable bicycle shelters. Alternatively secure compounds within buildings may be acceptable providing that they are located at ground floor level and are accessible. All cycle parking areas should be located in well lit areas that are overlooked from the building they serve.

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective.

Can the applicant be requested to submit the following:

- A Transportation Assessment
- Clarification over the proposed car parking provision and arrangements
- Further detail in relation to cycle parking to accord with the minimum cycle parking standards set out in LPGN 16. There should be the provision of long stay secure cycle parking for staff and short stay parking for visitors.
- Details of any servicing requirements for the use.

A handwritten signature in black ink, appearing to be 'J. J. J.', written in a cursive style.

Chief Officer, Environment & Technical