MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0652 Res(2)	**Your Ref:**	P/2025/0652
Date:	10/12/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH B2 (DIWYDIANNOL CYFFREDINOL) I DDOSBARTH D2 (MANNAU YMGYNNULL A HAMDDEN) / CHANGE OF USE OF BUILDING FROM CLASS B2 (GENERAL INDUSTRIAL) TO CLASS D2 (ASSEMBLY AND LEISURE)

LOCATION: UNIT T4, TOWER CLOSE, REDWITHER INDUSTRIAL ESTATE, WREXHAM, LL13 9WB

I refer to your consultation / email dated 14/11/2025 including revised layout plan (Rev P03) and additional information from the applicant in respect of the above.

General

The proposed development comprises the re-location of a fitness training facility at Unit 2, Abbey Close to Unit T4 located at Tower Close.

Access

The existing units are served off an existing shared access (7.3m wide) off Tower Close which appear to comprise units 4, 5 & 6. The development site accesses onto Bridge Road North which is an unclassified road subject to a 40mph speed limit.

Based on typical speeds of 40mph, any proposed / existing access would require visibility splays of 2.4 x 120m in both directions measured to the nearside edge. Visibility from the existing access is adequate providing splays in excess of 2.4 x 120m in both directions.

Adequate forward visibility would normally be required for vehicles approaching from the south to vehicles waiting to turn into the site (ie/ stopping sight distance (SSD) of 120m). The provision of this splay is reliant on the regular maintenance of the vegetation on the open space located opposite the site.

The existing shared access is 7.3m wide and is paved with hard bound materials.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided within the curtilage of the site in accordance with LPGN 16 requirements.

The existing shared access (7.3m wide) off Tower Close appears to serve units 4, 5 & 6. Limited / insufficient details have been provided in respect of the following:-

- A revised layout plan was previously requested indicating the allocated parking and turning provision currently approved for each of the 3 units and details of the latest planning consents associated with each business. **Parking space allocation to each individual unit has not been clarified.**

  The revised layout plan indicates 17 existing spaces available for the existing 3 units. Parking spaces laid out to mobility standards will also be required in accordance with LPGN 16. **If the application is supported, the LHA recommend that all proposed parking spaces are clearly marked out with white lining materials.**

- The LHA previously requested details of the maximum size of delivery vehicle that will be visiting the site relating to each of the 3 units and where / how this this will turn within the site. **The LHA request this detail along with swept path details of such a vehicle accessing, turning, exiting the site when all parking spaces are occupied**. The applicant has indicated they cannot confirm the maximum size of delivery vehicle that could visit the site. **This detail is required**.

The LHA recommend that the applicant addresses the above issues.

If the application is supported, the LHA recommend that a condition is included which requires a **Car Parking Management Plan (CPMP)** which includes but not limited to specific details on how parking will be controlled / managed at the site, a statement that no vehicles associated with the businesses shall park on the adjoining highway.

It is assumed that any permission will need to include the adjoining units and how they will be able to transfer any previous consents under a specific class use should there parking allocation be reduced.

<u>Cycle parking / Shelter</u>

Adequate cycle parking / shelter facilities will need to be provided in accordance with LPGN 16 / Active Travel Guidance for both the fitness centre and existing business.

No details of such provision appear to have been submitted. **The LHA recommend the applicant submits a suitably scaled plan indicating this provision (including annotated dimensions, Sheffield stand numbers / spacing, shelter).**

Conclusion

In conclusion, the LHA recommend the applicant provides the following information:-

- **Parking & Turning Provision**

  A revised layout plan was previously requested indicating the allocated parking and turning provision currently approved for each of the 3 units and details of the latest planning consents associated with each business. **Parking space allocation to each individual unit has not been clarified.**

  The LHA previously requested details of the maximum size of delivery vehicle that will be visiting the site relating to each of the 3 units and where / how this this will turn within the site. **The LHA request this detail along with swept path details of such a vehicle accessing, turning, exiting the site when all parking spaces are occupied**. The applicant has indicated they cannot confirm the maximum size of delivery vehicle that could visit the site. **This detail is required**.

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On behalf of Chief Officer, Environment & Technical

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 ask 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 184/171 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 form 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.