MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rowlinson
Our Ref:	ET/DC/PP/P/2025/0935	**Your Ref:**	P/2025/0935
Date:	09/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH B8 (WARWS) I DDOSBARTH D2 (CYFLEUSTER CWRT PADEL) / CHANGE OF USE OF BUILDING FROM CLASS B8 (WAREHOUSE) TO CLASS D2 (PADEL COURT FACILITY)

LOCATION: MAGNET, FELIN PULESTON, WREXHAM, LL13 7RF

I refer to your consultation / email dated 26/01/2026 in respect of the above.

General

The proposed development comprises the change of use of a warehouse (Class B Use – approx. 900m^2 gfa) to a padel court facility (Class D2 use) with associated parking. The proposed development site is located on an existing small industrial estate (Felin Puleston) which serves a limited number of existing businesses.

Access

The proposed development site is located on the A5152 Ruabon Road which is a busy, classified road subject to a 40mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. Visibility from the access onto Ruabon Road serving the existing industrial estate is adequate providing splays in excess of 2.4 x 120m in both directions. However. This is subject to regular maintenance of the existing hedgerow along Ruabon Road located south west of the access.

Parking & Turning Provision

The proposed gym would come under LPGN 16 - D2 Use which requires a maximum of 1 car space per 15 m^2. Based on a gfa of approximately 900m^2 , the proposed gym would require a maximum of 60 spaces. No details of the proposed parking arrangements have been provided.

The LHA recommend the applicant provides a suitably scaled, detailed layout plan indicating the parking arrangements in accordance with LPGN 16 (including annotated dimensions) and any justification for the number of the proposed spaces should they fall significantly short of maximum standards.

Based on the layout of the site ie/ 3 no. courts (potentially 3 double matches equating to 12 people), overlap of bookings (next 12 people) plus any staff present (ie/ 4 no. part time staff equating to say 2 no, staff members present at any one time, parking provision for around 26 cars would seem reasonable. This assumes the worst case with all players / staff arriving by car.

The existing car park appears to have ample spaces to accommodate adequate parking for the facility. **If the application is supported, the LHA recommends the car park is surfaced with hard bound materials and marked out with white lining materials in accordance with LPGN 16 requirements.**

Cycle Parking / Storage / Shelter
Adequate cycle parking / storage will need to be provided at the site in accordance with LPGN 16 and Active Travel guidance. **The LHA recommend this detail is indicated on a suitably scaled plan (including annotated dimensions).**

Waste / Recycling

Adequate waste & recycling storage areas will be required at the site. It is understood that the waste / recycling is dealt with by a private waste contractor.

Conclusion

The LHA have no objections in principle to the proposed development and recommend the applicant provides the following information:-

- **Parking & Turning Provision**

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KW Edwards
Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical