MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0468	**Your Ref:**	P/2026/0468
Date:	03/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI ESTYNIAD I'R ADEILAD PRESENNOL / ERECTION OF EXTENSION TO EXISTING BUILDING

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

I refer to your consultation / email dated 30/07/2026 in respect of the above.

General

The proposed development site is located on an existing small industrial estate (Felin Puleston) which serves a limited number of existing businesses.

The proposed development comprises the erection of an extension (approximately 35m^2 gfa) at the front of the building intended as a social area. However, it is not clear from the submitted information which LPGN Class Use the proposal comes under. **The LHA recommends this detail is clarified.**

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

Planning permission was recently granted (ref: P/2025/0935) to convert the main building (former warehouse) to a Class D2 - Padel Tennis facility (900m^2 gfa).

The proposed gym came under LPGN 16 - D2 Use which required 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 previously recommended the applicant provided 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 space to accommodate adequate parking for the padel tennis 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.**

The proposed development comprises the erection of an extension (approximately 35m^2 gfa) at the front of the building intended as a social area. However, it is not clear from the submitted information which LPGN Class Use the proposal comes under. **The LHA recommends this detail is clarified.**

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 requests the following information:-

- **Parking & Turning Provision**

  The existing 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 proposed development comprises the erection of an extension (approximately 35m^2 gfa) at the front of the building intended as a social area. However, it is not clear from the submitted information which LPGN Class Use the proposal comes under. **The LHA recommends this detail is clarified.**

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.

- 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).**

Supplementary Notes

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

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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical