MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0465	**Your Ref:**	P/2026/0465
Date:	07/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

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

LOCATION: UNIT N2, BRYN BUSINESS CENTRE, BRYN LANE, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9UT

I refer to your consultation / email dated 04/08/2026 in respect of the above.

General

The proposed development site is located on Bryn Business Centre which is an existing business park on Wrexham Industrial Estate. Bryn Business Centre already serves a number of different businesses**.**

The proposed development comprises the change of use of an existing Class B1 Office Building (126m^{2}gfa) to Class D2 (Assembly & Leisure) Use (126m^{2}gfa) ie/ Yoga Studio.

Access

The proposed development site is located on Bryn Lane which is a classified road subject to a 30mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing access serving the Business Centre has 2 no. existing access points onto Bryn Lane. Visibility from these access points appears adequate in both directions providing splays in excess of 2.4 x 43m in both directions but is reliant on the regular maintenance of the existing trees / vegetation along this section.

Both access points are 4.9m wide increasing to a width of 6.4m where they meet. Approximately 30m behind the edge of carriageway.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided for the proposed development in accordance with LPGN 16 requirements.

Based on LPGN 16 requirements, the existing Class B1 Office (126m^{2}gfa) would require a maximum of 4 spaces. The proposed Class D2 Use yoga studio (126m^{2}gfa) would require a maximum of 8 spaces.

There would generally appear to be ample parking provision within the existing car park at the front of the business centre to accommodate the proposed development. It is assumed that these spaces are likely to be communal.

The submitted Site Layout Plan indicates the provision of 10 spaces laid out at 60^0 to the southern boundary. However, these have not been laid out in accordance with LPGN 16 requirements.
LPGN 16 requires a minimum 10% of spaces to be laid out to mobility standards (not shown).**The LHA recommends the applicant submits a suitably scaled plan indicating the above details (including annotated dimensions of the parking spaces with appropriate turning / maneuvering space) allocated to Unit N2 in accordance with LPGN 16.**

If the application is supported, any proposed / approved spaces would benefit from being marked out with white lining materials in accordance with LPGN 16 to avoid any random parking of vehicles with appropriate signage.

Conclusion

In conclusion, the LHA requests the following information:-

- **Parking & Turning Provision**

  The submitted Site Layout Plan indicates the provision of 10 spaces laid out at 60^0 to the southern boundary. However, these have not been laid out in accordance with LPGN 16 requirements. LPGN 16 requires a minimum 10% of spaces to be laid out to mobility standards (not shown).**The LHA recommends the applicant submits a suitably scaled plan indicating the above details (including annotated dimensions of the parking spaces with appropriate turning / maneuvering space) allocated to Unit N2 in accordance with LPGN 16.**

  If the application is supported, any proposed / approved spaces would benefit from being marked out with white lining materials in accordance with LPGN 16 to avoid any random parking of vehicles with appropriate signage.

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