MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0390 Res(2)	**Your Ref:**	P/2025/0390
Date:	02/09/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH B1 (UNEDAU DIWYDIANNOL YSGAFN) I DDOSBARTH D2 (CAMPFA) / CHANGE OF USE OF BUILDING FROM CLASS B1 (LIGHT INDUSTRIAL) TO CLASS D2 (GYM)
LOCATION: UNIT 26, PENLEY INDUSTRIAL ESTATE, PENLEY, WREXHAM, LL13 0LQ

I refer to your consultation / email dated 25/08/2026 including revised layout plan (Drg. No. 226277-PL-026 Rev B) in respect of the above.

General

The development site is located on a Penley Industrial Estate which is an existing industrial estate serving a number of existing commercial / industrial units. The proposed development comprises the change of use of a light industrial unit (Class B1 Use) to a gym (Class D2 Use).

Access

The proposed development site is located on the A539 Overton Road which is a classified road subject to a 20mph speed limit.

Any proposed / existing access would normally require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The existing access onto the A539 serving the industrial estate is 6m wide providing visibility splays in excess of 2.4 x 25m in both directions measured to the nearside edge.

Parking & Turning Provision

The proposed gym (LPGN 16 - D2 Use) requires a maximum of 1 car space per 15m^{2}gfa. Based on a gross floor area of 295m^{2}gfa, the proposed gym would require a maximum of 20 spaces.

The revised layout plan (Drg. No. 226277-PL-026 Rev B) indicates the provision of 20 parking spaces. Any proposed mobility parking spaces should ideally be located in close proximity to the proposed development. The proposed mobility spaces are around 100m away from the proposed gym. However, as the development is located on an unadopted industrial estate, this is a private issue for the owner of the gym.

If the application is supported, **the LHA recommend the proposed car parking area is surfaced with hard bound materials with all parking spaces marked out with white lining material.** The parking area indicated currently appears to be surfaced with loose bound materials.

Cycle Parking / Shelter

Adequate cycle parking provision plus shelter will need to be provided in accordance with LPGN 16 / Active Travel Act Guidance. Insufficient details have been provided. **The LHA recommends the applicant provides a revised layout plan indicating this detail (including annotated dimensions of cycle stand spacings, clearance, shelter as indicated in the above guidance documents).**

Conclusion

In conclusion, the LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

NONSTD **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@@ shall be surfaced, drained and marked out with white lining materials prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTD **PROVISION OF CYCLE PARKING FACILITIES**
020R Prior to first use of the development on-site bicycle parking facilities including appropriate shelter shall be provided in strict accordance with a scheme that shall have first been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of bicycles.

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.

K W Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical