# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Tyler Fox |
| **Our Ref:** | ET/DC/PP/P/2026/0468 Res (2) | **Your Ref:** | P/2026/0468 |
| **Date:** | 18/09/2026 | | |

**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 07/09/2026 including revised Site Plan (Drg. No. 410/PCF/PL/107 Rev A) and Supplementary Highways Statement 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.

**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 900$m^2$ , the proposed gym would require a maximum of 60 spaces.

The LHA previously recommended the applicant provided a suitably scaled, detailed layout plan for the original padel tennis facility but this was not provided.

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 proposed development comprises the erection of an extension (approximately 35$m^2$ gfa) at the front of the building intended as a social area. Based on an overall floor area of 935$m^2$, the proposed padel tennis facility plus extension would normally require a maximum of 62 spaces. The submitted site layout plan indicates the provision of 33 parking spaces which is considered adequate in this instance given the nature of its current use (this should ideally covered by a suitable condition which is for personal use given the variation in potential parking demand should it revert to a different use under Class D2).

**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 submitted layout plan indicates the provision of 3 cycle stands accommodating 6 cycles plus a shelter which is considered acceptable in principle. Further details will be required on these facilities (including annotated dimensions, cycle stand spacings etc).

**Waste / Recycling**

Adequate waste & recycling storage areas will be required at the site. This has been indicated on the submitted layout plan. It is understood that the waste / recycling is dealt with by a private waste contractor.

**Conclusion**

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

**CONDITIONS**

**ZJ41 026R** **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **@@@**

**NONSTD 035R** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@@ shall be fully laid out, surfaced, marked out with white lining materials and drained 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 020R** **PROVISION OF CYCLE PARKING FACILITIES**

Prior to first use of the development on-site bicycle parking facilities including 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*.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical