MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0608	**Your Ref:**	P/2025/0608
Date:	29/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH A2 (GWASANAETHAU ARIANNOL A PHROFFESIYNOL) I DDOSBARTH A3 (CAFFI/BWYTY) / CHANGE OF USE OF BUILDING FROM CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) TO CLASS A3 (CAFÉ/RESTAURANT)

LOCATION: BANK, BRIDGE ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9PS

I refer to your consultation / email dated 29/08/2025 in respect of the above.

Access

The proposed development site is located on Bridge Road which is a busy, classified road subject to a 30mph speed limit. However, the LHA estimate typical speeds at being around 25mph given the geometry of the road in this location.

Based on typical speeds of 25mph, any proposed / existing access would require visibility splays of 2.4 x 33m in both directions in accordance with Manual for Streets. Visibility from the existing / proposed access appears adequate providing splays in excess of the above requirements.

The existing kerbed access is 7.7m wide. However, the current access has been reduced to a width of 3.1m and is gated at approximately 10m behind the adjoining carriageway. The access is surfaced with hard bound materials.

If the application is supported, the LHA recommend the access is improved by removing the existing gates and boundary fence to provide a 7.7m wide access. No gates shall be erected within 10m of the adjoining carriageway. Any proposed gates must remain open during operational hours.

An Aco drain or similar will be required across the proposed access to intercept any private surface water run-off.

The LHA recommend the above access improvements are indicated on a suitably scaled plan including annotated dimensions.

Footway / Pedestrian Access

The footway provision / access leading to the site is poor and requires improvement. If the application is supported, the LHA recommend that the 2m footways either side of the access are extended into the access up to the gates and suitable dropped kerb / tactile crossing points constructed either side of the modified access. The existing dropped kerb will need to be reinstated to full height footway construction. This will require the applicant to enter into a s.38 / 278 agreement with the Council to carry out these improvements and to dedicate the improved access features to the Highway Authority for adoption. **The LHA request confirmation that the applicant as control of the land required to carry out such improvements.** The extent of adoption will then be extended up to the back of the new crossing points.

The LHA recommend that a suitable pedestrian access is provided into the site (preferably 2m wide).

The LHA recommend that suitable junction markings are provided to improve the access eg/ give way marking and 2 no. central dashed lines.

The LHA recommend the above access improvements are indicated on a suitably scaled plan including annotated dimensions.

Traffic Generation

The existing bank is considered likely to have generated a significant number of daily vehicle movements. Some movements may have been on foot but the majority are likely to have been made by car.

In comparison, the proposed class A3 use (café / restaurant) is considered likely to generate a significant number of daily movements by both cars / vans and pedestrian movements. It is therefore considered appropriate to request the above access / footway improvements.

Parking & Turning Provision

Based on LPGN 16 requirements, the proposed Class A3 use would require a minimum of 1 car space per $4m^2$ net public floor area. It is not clear from the submitted information the proposed area allocated / accessible to the public. **The LHA recommend that this information is provided.**

The LHA recommend that a suitably scaled plan (included annotated dimensions) is provided indicating the proposed parking spaces and turning areas in accordance with LPGN 16 requirements. LPGN 16 requires a minimum 10% parking provision to be provided to mobility standards. The submitted plans are considered inadequate.

Adequate parking & turning provision must be provided for delivery vehicles. **The LHA recommend the applicant confirms the maximum size of delivery vehicle that will service the site and provides a suitably scaled plan indicating how and where such a vehicle will park / turn within the site when all car parking spaces are occupied. Swept path details of such a vehicle parking and turning within the site will be required.**

It may be considered appropriate to include a **service delivery management plan (SDMP)** to control the maximum size of vehicle permitted at the site given its restricted space and busy nature of the road fronting the site.

Cycle Parking / Shelter

Adequate cycle parking / shelter must be provided in accordance with LPGN 16 / Active Travel Guidance. **The LHA recommend the applicant liaises with our Active Travel Section (email: gwen.thomas@wrexham.gov.uk) for advice on this detail and provides a suitably scaled plan (including annotated dimensions) indicating appropriate facilities.**

Waste / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development. **The LHA request details of the proposed waste / recycling / storage / collection area indicated on a suitably scaled plan (including annotated dimensions). The LHA recommend the applicant liaises with our Waste / Recycling Section (email: gabrielle.povey@wrexham.gov.uk) for advice on this detail**

It is assumed that a private management company will service the site in respect of waste & recycling. **The LHA recommend the applicant indicates the size of refuse vehicle that will service the site and provides swept path details of such a vehicle parking & turning within the site when all car spaces are occupied.**

Conclusion

In conclusion, the LHA have no objections in principle to the proposed development but request further details as follows:-

- **Access**
  If the application is supported, the LHA recommend the access is improved by removing the existing gates and boundary fence to provide a 7.7m wide access. No gates shall be erected within 10m of the adjoining carriageway. Any proposed gates must remain open during operational hours.

  An Aco drain or similar will be required across the proposed access to intercept any private surface water run-off.

  The LHA recommend the above access improvements are indicated on a suitably scaled plan including annotated dimensions.

- **Footway / Pedestrian Access**

  The footway provision / access leading to the site is poor and requires improvement. If the application is supported, the LHA recommend that the 2m footways either side of the access are extended into the access up to the gates and suitable dropped kerb / tactile crossing points constructed either side of the modified access. The existing dropped kerb will need to be reinstated to full height footway construction. This will require the applicant to enter into a s.38 / 278 agreement with the Council to carry out these improvements and to dedicate the improved access features to the Highway Authority for adoption. **The LHA request confirmation that the applicant as control of the land required to carry out such improvements.** The extent of adoption will then be extended up to the back of the new crossing points.

  The LHA recommend that a suitable pedestrian access is provided into the site (preferably 2m wide).

The LHA recommend that suitable junction markings are provided to improve the access eg/ give way marking and 2 no. central dashed lines.

The LHA recommend the above access improvements are indicated on a suitably scaled plan including annotated dimensions.

- **Parking & Turning Provision**

Based on LPGN 16 requirements, the proposed Class A3 use would require a minimum of 1 car space per 4m^2 net public floor area. It is not clear from the submitted information the proposed area allocated / accessible to the public. **The LHA recommend that this information is provided.**

The LHA recommend that a suitably scaled plan (included annotated dimensions) is provided indicating the proposed parking spaces and turning areas in accordance with LPGN 16 requirements. LPGN 16 requires a minimum 10% parking provision to be provided to mobility standards. The submitted plans are considered inadequate.

Adequate parking & turning provision must be provided for delivery vehicles. **The LHA recommend the applicant confirms the maximum size of delivery vehicle that will service the site and provides a suitably scaled plan indicating how and where such a vehicle will park / turn within the site when all car parking spaces are occupied. Swept path details of such a vehicle parking and turning within the site will be required.**

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It is assumed that a private management company will service the site in respect of waste & recycling. **The LHA recommend the applicant indicates the size of refuse vehicle that will service the site and provides swept path details of such a vehicle parking & turning within the site when all car spaces are occupied.**

P. Palmer

On behalf of Chief Officer, Environment & Technical

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 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.