MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0810	**Your Ref:**	P/2025/0810
Date:	12/11/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH A1 (YSTAFELL ARDDANGOS NWY) I DDOSBARTH A3 (CAFFI) / CHANGE OF USE OF BUILDING FROM CLASS A1 (GAS SHOWROOM) TO CLASS A3 (CAFE)

LOCATION: 26 RUABON ROAD, WREXHAM, LL13 7PB

I refer to your consultation / email dated 28/10/2025 in respect of the above.

Access

The proposed development site is located on Rubaon Road which is a busy, classified road subject to a 20mph speed limit.

There is a significant demand for on-street parking along this section given the lack of off-street parking available for a number of the existing properties / businesses. The existing gas showroom has no designated off-road parking / access.

Parking / Turning Provision

The existing Class A1 - retail unit comprises 62.2m^2 gfa. Based on LPGN 16 requirements, the existing retail unit would require a maximum of 4 spaces. The existing retail unit has no off-street parking provision.

Based on Class A3 Use, the proposed café would require a maximum of 9 spaces. The proposed café has no off-street parking.

Given the location and nature of the site (ie/ no takeaway service to be provided), it is considered likely that the majority of customers may well be local and arrive on foot. There are a number of on-street parking bays (with limited waiting) in the vicinity of the site which could be used by customers should they arrive by car subject to being available. The proposed development could be conditioned to prevent any takeaway element at the site.

As highlighted in the submitted Highways Statement, a previous planning application (ref: P/2019/0255) for the extension of the existing dental practice required a total of 18 parking spaces (including existing practice). No parking provision was proposed for this development. Consent was granted for this development.

It would therefore seem unreasonable to object to the current application on parking grounds.

Supplementary Notes

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

K W Edwards

Contracts and Engineering Manager

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.