MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2026/0023	**Your Ref:**	P/2026/0023
Date:	05/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH C3 (ANNEDD) I DDOSBARTH D1 (PRACTIS DEINTYDDOL) AC ESTYNIAD UNLLAWR I GEFN YR EIDDO / CHANGE OF USE OF BUILDING FROM CLASS C3 (DWELLING) TO CLASS D1 (DENTAL SURGERY) AND SINGLE STOREY REAR EXTENSION

LOCATION: CLARON HOUSE, STATION ROAD, ROSSETT, WREXHAM, LL12 0HE

I refer to your consultation / email dated 23/01/2026 in respect of the above.

General

The proposed development comprises the conversion of an existing 2 bedroom dwelling to an extension (35m^2 gfa) for the existing dental surgery.

Access

The proposed development site is located on Station Road which is an unclassified, residential road subject to a 20mph speed limit.

Parking

There is a significant existing on-street parking issue along Station Road. There are a limited number of 60 minute waiting bays outside the existing dental practice along Station Road, sections of carriageway with no restrictions and sections protected by double yellow lines. There is also a public car park located approximately 40m away from the development site which accommodates up to 29 cars. Although this is in frequent use during the day, there is typically spare capacity in this car park.

In terms of parking demand for the change of use of the existing 2 bed dwelling to extension for the dental practice, The LHA comments as follows:-

The existing 2 bed dwelling would require a maximum of 2 parking spaces. The proposed extension to the dental practice (LPGN Class D1 Use) would require a maximum of 2 car spaces plus 1 car space per 25m² gross floor space equating to maximum requirement of 3 spaces. The existing dental practice and 2 bed dwelling have no existing parking provision. The difference in parking demand between the existing dwelling and proposed extension equates to the requirement for 1 additional space.

Conclusion

Although the nature of the parking demand in respect of the existing dwelling and proposed dental practice extension is different ie/ regular short visits by dental patients, there is typically spare capacity within the existing car park to accommodate patients. Although there is a significant existing on-street parking demand along Station Road itself, the difference in parking demand for the current proposal represents the requirement for 1 additional parking space. On this basis and following consultation with the WCBC Traffic Section, the LHA raise no objections on highway grounds.

Supplementary Notes

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

KW Edwards

Contracts & 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 / 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.