# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Sharon Holman |
| **Our Ref:** | ET/DC/PP/P/2025/0608 Res(6) | **Your Ref:** | P/2025/0608 |
| **Date:** | 24/04/2026 | | |

**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 07/04/2026 including revised plan (**Drg. No. B060/04/C Dec 25**) 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. The revised layout plan indicates this detail.

An Aco drain or similar will be required across the proposed access to intercept any private surface water run-off. The Aco drain indicated on the revised layout plan will need to be re-located just behind the proposed limit of adoption in private land ie/ just behind back of proposed tactile crossing points (not where the existing highway boundary extends to). This detail is requested in line with SABs requirements (Separate SABs consent will also be required for this development). **The LHA**

**recommend that this detail is amended on a revised layout plan.** The latest submitted information from the applicant indicates that an Aco drain will not be provided.

Revised Layout Plan (Drg. No. B060/04/C Sheet 01/01 – Dated Dec 2025)

The LHA comments as follows (proposed site plan only):-

- **The proposed dropped kerb/ tactile crossing point details will need to be indicated on a revised layout plan. These shall consist of 2 full rows of 400 x 400mm buff concrete paviors which are 1200mm wide x 800mm deep. Any proposed tactiles need to be laid out in line with each other in respect to those tactiles on the opposite side of the road.**

  **The back of tactile crossing point points shall be the proposed limit of adoption by the Council. This detail will need to be annotated on a revised layout plan (not indicated on revised plan).**

- **The LHA recommend that a suitable pedestrian access eg/ pedestrian gate is provided into the site, preferably 2m wide (detail not provided on revised plan) beyond the tactile crossing points.**

- The proposed road marking shall comprise basic give way road markings with 2 dashed white central lines in accordance with The Traffic Signs Regulations & General Directions 2016 and Traffic Signs Manual (Chapter 5) Road Markings 2018. The revised plan indicates road markings which are located in the wrong position at the access ie/ not in line with the kerb line where it meets Bridge Road. **The LHA recommends that this detail is indicated /annotated on a revised layout plan.**

- The removal of the gates is considered acceptable

The submission of detailed construction plans will be required should planning consent be granted and the applicant will be required to enter into a s.38 / 278 agreement to carry out the required highway / access works.

**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 position of the original 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 recommend a separate opening / gate is provided for pedestrians to enter the site via the proposed new footway in the interest of pedestrian safety (detail not shown on revised plan). The LHA request confirmation that the applicant has control of the land required to carry out such improvements (confirmation not provided).** The extent of adoption will then be extended up to the back of the new crossing points.

**The previously submitted information includes details of a land registry search. However, the documentation refers to a number of registered owners none of which appear to be the applicant. No title plan appears to have been submitted with this The latest layout plan now**

**indicates a revised red line boundary which now incorporates the land required to extend the footways either side of the access. This detail / ownership requires further clarification.**

**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.

Below are the main reasons why the Wrexham Industrial Estate branch closed in Feb 2021:-

• The number of counter transactions had gone down in the previous 24 months, and additionally 88% of branch customers also used other ways to do their banking such as online and by telephone

• Customers using other ways to do their banking had increased by 11% since 2015

• In the past 12 months, 58% of this branch's customers had been using nearby branches

• Barclays identified that only 17 customers use this branch exclusively for their banking

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. The submitted layout plan indicates that the proposed area allocated / accessible to the public is 40m$^2$.

Based on LPGN 16 (Class A3 Use) requirements, the proposed café would require a maximum of 10 spaces. The submitted layout plan indicates the provision of 10 spaces including 1 space for disabled users. The proposed parking provision appear acceptable.

Adequate parking & turning provision must be provided for delivery vehicles and a refuse vehicle. It is assumed that the waste /recycling collections will be serviced by a private management company using a refuse vehicle of an appropriate size that can enter, turn and exit the site safely in a forward gear. The LHA previously recommended 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**.**

The applicant has submitted swept path details of the following vehicles:-

<u>4.8m car & 4.2m car</u>

The LHA would normally require the swept paths of a 5m large car to be reviewed. However, in this instance access for the proposed spaces appears acceptable for such a vehicle.

10.6m long Refuse Vehicle

It is assumed that the waste /recycling collections will be serviced by a private management company using a refuse vehicle of an appropriate size that can enter, turn and exit the site safely in a forward gear.

The submitted swept paths indicate a refuse vehicle reversing in off Bridge Road which is a busy, classified road which is unacceptable.

Details have also been submitted demonstrating a refuse vehicle (10.6m long) entering and exiting the site in a forward gear. Although this is considered acceptable, this appears to rely on driving over 5 spaces to make the manoeuvre. **If this arrangement is to be accepted, then this would require a condition for a Service delivery Management Plan (SDMP) to ensure that the premises are not open to the public when refuse is collected.**

The latest information submitted by the applicant includes the following:-

*Refuse collections will take place from the adopted highway only and no such vehicles will enter the site either when open or closed. As a result, it is considered that a Service Delivery management Plan is not justified.*

The LHA would not support the servicing of refuse / waste collection from the adopted highway as indicated.

Cycle Parking / Shelter

Adequate cycle parking / shelter must be provided in accordance with LPGN 16 / Active Travel Guidance. The proposed detail indicated on the submitted layout plan appears acceptable.

**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.

Given the restricted layout of the site, a private waste management company will need to service the site in respect of waste & recycling. This arrangement along with the maximum size of refuse vehicle permitted at the site will need to be stipulated in a suitable service delivery management plan (SDMP) which will need to be conditioned.

**Conclusion**

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

- **Aco Drain**
  An Aco drain or similar will be required across the proposed access to intercept any private surface water run-off. The Aco drain indicated on the revised layout plan will need to be re-located just behind the proposed limit of adoption in private land ie/ just behind back of proposed tactile crossing points (not where the existing highway boundary extends to). This detail is requested in line with SABs requirements (Separate SABs consent will also be required for this development). **The LHA recommend that this detail is amended on a revised layout plan.** The latest submitted information from the applicant indicates that an Aco drain will not be provided.

- **Revised Layout Plan (Drg. No. B060/04/C Sheet 01/01 – Dated Dec 2025)**

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- **The LHA recommend that a suitable pedestrian access eg/ pedestrian gate is provided into the site, preferably 2m wide (detail not provided on revised plan) beyond the tactile crossing points.**

- The proposed road marking shall comprise basic give way road markings with 2 dashed white central lines in accordance with The Traffic Signs Regulations & General Directions 2016 and Traffic Signs Manual (Chapter 5) Road Markings 2018. The revised plan indicates road markings which are located in the wrong position at the access ie/ not in line with the kerb line where it meets Bridge Road. **The LHA recommends that this detail is indicated /annotated on a revised layout plan.**

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**The LHA recommends the above access improvements are indicated on a suitably scaled plan including annotated dimensions.** Without the above access improvements and appropriate SDMP condition, it would be difficult for the LHA to support this application.

## Note to applicant

The proposed access / footway improvements should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

***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.*

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical