MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0325	**Your Ref:**	P/2026/0325
Date:	07/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: LLEOLI CYNHWYSYDD CLUDO I'W DDEFNYDDIO FEL CEGIN ARLWYO / SITING OF SHIPPING CONTAINER FOR USE AS CATERING KITCHEN

LOCATION: TURF HOTEL, MOLD ROAD, WREXHAM, LL11 2AH

I refer to your consultation / email dated 24/06/2026 in respect of the above.

General

The proposed development comprises the upgrade and replacement of the existing catering trailer. The current trailer has been in its current location for 7 years, serving the Wrexham community during covid, popular match days and a daily breakfast and lunch service. Currently it is 4.5 meters long by 2.1 meters wide. The applicant is looking to replace this, with a standard size shipping container which is 6.09 meters long, by 2.5 meters wide. The location would be in the same place as the existing facility.

The applicant has also recently applied for permission (ref: P/2026/0266) to construct a new aluminium covered outdoor structure, the relocation of an existing shipping container bar, the addition of new external toilet facilities, new 2m high closed boarded fencing and the construction of a new cellar to the rear of the external bar at the south eastern end of the existing car park. This also includes a modified car parking arrangement comprising 20 no. spaces.

Access

The proposed development site is located on Mold Road which is a busy, classified road subject to a 20mph speed limit. Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is adequate in both directions providing splays in excess of 2.4 x 25m measured to the nearside edge.

The existing dropped kerb access serving the car park is 8.1m wide and surfaced with hard bound materials.

There is an existing access (Gate 8) located at the rear of the car park which I assume is used as an emergency access into the ground. This access should be kept clear at all times. The LHA recommends that a suitable condition is included which ensures this access is kept clear at all times.

It is understood that the existing catering trailer has been in operation for
7 years. It is also understood that the car park access is closed off to cars on match days in the interest of pedestrian safety.

Parking &Turning Provision

There would appear to be around 20 no. existing parking spaces available in the car park.

The submitted site layout plan (Drg. No. 655-202 Rev A) in respect of planning application ref: P/2026/0266 indicated the provision of 20 spaces which is considered acceptable.

It is understood that the existing catering unit has been in operation for approximately
7 years. It is also understood that the car park access is closed off to cars on match days in the interest of pedestrian safety.

Given the sustainable location of the site and the availability of the existing car park behind the catering unit (excluding match days), the LHA would raise no objections to the proposal.

In terms of turning provision for delivery vehicles / dray wagon / refuse vehicle, it is assumed that these would typically visit when the public house / outside bar area is closed. There would appear to be ample space within the car parking area to accommodate turning of such vehicles in this instance

Conclusion

In conclusion, the LHA have no objections to the proposed development given it is simply replacing an existing similar facility.

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