Report of the Chief Officer Economy and Planning

Application Reference
P/2025/0573

Applicant
McDonald's Restaurant Ltd

Agent
Mr Matthew Carpenter

Site Address
CAR PARK, TESCO STORES LTD, CRESCENT ROAD, WREXHAM, LL13 8HF

Description of Development
CODI BWYTY SY'N SEFYLL AR EI BEN EI HUN GYDA CHYFLEUSTER GYRRU DRWODD, MAES PARCIO, TIRLUNIO A GWAITH CYSYLLTIEDIG / ERECTION OF A FREESTANDING RESTAURANT WITH DRIVE THRU FACILITY, CAR PARKING, LANDSCAPING AND ASSOCIATED WORKS

Ward
Wynnstay/Wynnstay

Community
Caia Park/Parc Caia

Recommendation
Grant

Officer Report

Site Description
The site comprises an overspill parking area to the existing Tesco supermarket. Border Retail Park, containing a number of retail outlets, including a drive through A3 takeaway and drive through coffee shop, lies immediately to the north. Residential properties adjoin immediately to the east and the remaining overspill Tesco parking area lies immediately to the south. Wrexham Foyer adjoins to the southwest with part of Tesco car park immediately to the west and its store beyond.



Proposal

The application seeks approval for the construction of a building and associated car parking for use as an A3, dine in and drive through take away.

Reason for Committee Determination

Individual letters of objection received from the owners/occupiers of 3 or more properties.

Site History

P/2025/0605 - Advertisement consent for various site signage including 4 no. freestanding signs, 2 no. directional signs, 1 no. banner unit and 22 no. dot signs - Pending.

P/2025/0604 - Advertisement consent for 2 freestanding signs – Granted 25/08/2026

P/2025/0600 - Advertisement consent for installation of 2 np. fascia signs, 3 no. booth lettering and 1 no. 15" digital booth screen – Granted 25/08/2026

The following history relates to the nearby Tesco store:

P/1999/0177 - Temporary Car Park Lighting - Approved 09/02/2000 (Temporary until 31st December 2000).

P/1999/0137 - Temporary Access into temporary car park - Approved 10/01/2000 (Temporary until 17th April 2000).

Development Plan

Wrexham Unitary Development Plan
PS1 - Location of Development (Settlement Limit)
PS2 -Location of Development (Material Impact)
PS3 - Location of Development (Brownfield)
PS4 - Location of Development (Maintain Settlement Pattern)
PS11 - Biodiversity
GDP1 - General Development Principles
EC14 - Protection of controlled waters
E4 - Employment development (of unannotated land) within Settlement Limits
T8 - Parking

Local Planning Guidance Notes
LPG9 - Hot Food Take Aways
LPG16 - Parking Standards
LPG32 - Biodiversity and Development

Relevant National Policy

Future Wales
Planning Policy Wales Edition 12

Technical Advice Notes:
TAN5- Nature Conservation and Planning
TAN11 - Noise
TAN12 - Design
TAN18 - Transport

Consultation Responses

Community Council:
No response had been received at the time of writing this report.

Local Member:
No response had been received at the time of writing this report.

Natural Resources Wales:
No concerns subject to a planning condition in relation to contamination. Advises that further consideration should be given to foul drainage and the potential increase of phosphorus load from the receiving wastewater treatment works into the River Dee and Bala Lake Special Area of Conservation. No comments in relation to protected species.

Dwr Cymru Welsh Water:
No objections subject to the addition of a condition relating to surface water run-off and advisory notes in relation to SuDS and connection to the public sewer. Flows of foul water can be accommodated within the immediate public sewerage system.

Highway Officer:
No objections subject to the addition of a standard advisory note and a condition to secure the Delivery and Servicing Management Plan. The additional and revised information submitted deal with concerns initially raised.

Contaminated Land Officer:
No comments.

Public Protection Officer:
No objections in respect of noise and odour. Accept the findings in Noise and Odour Report. Suggest addition of advisory notes in relation to food hygiene regulations, illumination/lighting and fats/oil/grease and a condition relating to the use of grease traps.

Arboricultural Officer:
Advises that the loss of the young, category 'B' oaks and lime (T1 - T7) is regrettable, however the age and ecological value of the trees can be adequately mitigated through replacement species in an approved landscape scheme for on-site planting. The submitted Arboricultural Survey is accepted subject to conditions requiring an Arboricultural Method Statement to be provided, arboricultural site supervision and cyclical monitoring for the duration of the development and a landscaping scheme to be provided.

Advises that the indicative landscape scheme and NBB measures submitted are acceptable in principle.

Ecology Officer:
The Ecologist advises that the proposed development is unlikely to result in significant adverse impacts to protected and priority species or habitats, subject to the implementation of the avoidance, mitigation and precautionary measures detailed within the Ecological Method Statement. Recommends a condition to require the development to be carried out in accordance with the the mitigation / NBB measures, and working methods set out in thethe Ecological Method Statement

BCUHB:
Raise the following concerns:

- Proximity to educational settings: The proposed site is located less than 1 mile from 14 educational institutions. The close proximity to these settings is particularly concerning, as it increases the likelihood of children and young people being exposed to and influenced by unhealthy food choices.

- Proximity to existing establishments: The site is surrounded by an already high density of takeaways, restaurants, and shops that predominantly sell food and drinks high in fat, salt, and sugar. Adding another unit to this mix would further contribute to the existing obesogenic environment, making it

harder for the local population and visitors to access and choose healthier food options.

- Local health challenges: The local area is already facing significant health challenges related to overweight and obesity among children, young people, and adults. The addition of another outlet serving predominantly unhealthy food would likely exacerbate these issues, rather than support efforts to improve public health outcomes.

Publicity Undertaken:
Site Notice: Expired 28th August 2025
Notification Letters: Sent to 90 neighbours

Responses to Publicity:
Objections from 6 members of the public on the following grounds:

Health Concerns
- Wales faces an obesity crisis; adding another McDonald's may exacerbate the issue.
- Rapid increase/overprovision in McDonald's presence - 2 restaurants currently in the city centre, planning approved for a third at Plas Coch (not yet built), additional "Dark Kitchen" on Rhosddu Industrial Estate generating significant delivery traffic.
- Rats in nearby garden

Traffic Impact
- Existing traffic congestion is severe, particularly at peak times.
- Development likely to worsen congestion in an already busy area.

Local Environment
- Roads between Burger King and Tesco are already congested.
- Weekends see disorderly behaviour (e.g., drunks, noise), adding to disruption.
- Noise pollution.
- Light pollution.
- Impact on bird population.
- Adverse impacts on residential amenity.
- Loss of green infrastructure and biodiversity value.
- Lack of demonstrable need for additional provision.

Pedestrian Safety
- Poor pedestrian access to the proposed site - requires crossing a busy drive-thru area.
- Vehicle access interferes with main walking route between Crescent Road and Border Retail Park.
- Increased traffic poses safety risks at entrance junction.
- Should include marked crossing points, warning signage, wider pavements for waiting areas, improved sightlines at crossings.

A response has also been received from Andrew Ranger MP raising the following concerns:
- Over-provision of McDonalds restaurants within 1 mile of the site.

- More fast-food outlets will exacerbate issues of obesity, health inequality and lower life expectancy.
- No justification for four McDonalds restaurants in one City.

Principle of Development

The site lies within existing settlement limits where the principle of development is considered acceptable in accordance with policy PS1 of the Wrexham Unitary Development Plan. There is no specific policy within the UDP that limits or restricts the number or location of takeaways or restaurants. The proposal is therefore considered to be acceptable in principle.

Design

The design, scale and layout of the proposal is appropriate given the context of the surrounding area. The development would be single storey and simple in its design and appearance, not dissimilar to the design of the nearby Burger King restaurant. The Supporting Statement refers to the external finish of the building using natural and neutral colours, along with materials that would ensure the development would integrate easily within its surroundings.

Having regard to the above, the design and scale of the building is therefore considered to be acceptable and to accord with UDP policy GDP1.

Impact on Neighbouring Amenity

Given the location of the site within the overspill parking area for Tesco supermarket and immediately adjacent Border Retail Park, it is not anticipated that there would be any significant additional impact upon any dwellings in the vicinity.

The nearest dwelling on Crescent Close has no windows in the side elevation that faces towards the site and is located approximately 14 metres away from the nearest part of the proposed building. In addition, due to the relationship between the buildings, the development would not be directly opposite the side elevation of that dwelling. In respect of the nearest dwellings on Portal Avenue, due to the relative position of the proposed restaurant, it would not adversely impact on the privacy of those properties or the amount of daylight they receive. Whilst an acoustic fence of 3.5m in height would be erected along the southern and eastern boundaries of the site, this would not be considered to be visually over dominant due to its positioning in relation to the dwellings on Crescent Close and the significant distance of the acoustic fence from the properties on Portal Avenue.

<u>Opening Hours and Noise</u>

Opening hours for the proposed development have not been specified on the application form. However, the Supporting Statement suggests that the development would operate 24 hours 7 days a week. It is noted that there are various opening hours for the differing commercial uses within the immediate vicinity as follows:

- Tesco - 6am - 12am Monday to Saturday and 10am - 4pm on a Sunday
- Burger King Drive thru - 9am - 10.30pm Monday to Sunday

- B&M Store - 8am - 9pm Monday to Saturday and 10am - 4pm on a Sunday
- Wickes - 7am - 8pm Monday to Friday, 7.30am - 7pm on a Saturday and10am - 4pm on a Sunday

The Costa Coffee Drive Thru within the adjoining Border Retail Park has a planning condition restricting opening times between 6am and 11pm in order to protect the amenities of nearby properties.

It is understood that type of business applied for generally opens early and operates until late or operates 24hrs in some locations. By comparison with other McDonalds drive-thru restaurants elsewhere in the City, the one at Central Retail Park is open every day from 5am until 11pm, whilst the one at Plas Coch retail Park does not have any planning conditions relating to hours of operation and is open 24hrs.

The application is accompanied by an Environmental Noise Assessment. This has assessed noise from all aspects of the development including deliveries, car doors slamming, customer vehicles and plant. In terms of the impact on residential properties it concludes that noise levels at night would drop to an acceptably low level, that customer vehicle movements would create only a minor impact and that the proposed mitigation measures are robust. The report concludes that drive thru lane and parked up vehicles would not result adverse impacts. The proposed mitigation measures are:

- Acoustic boundary fence 3.5m high along the eastern and southern boundaries and 2.4m high on part of the western boundary.
- Customer order displays to be fitted with ambient level control.
- Plant attenuation measures.

The submitted Environmental Noise Assessment report concludes that 24-hour opening would not have an unacceptable impact on nearby residents. The Public Protection Officer has raised no objections, therefore it would be unreasonable to impose restrictions on opening hours in this instance. The proposed acoustic fence would be sufficient to provide adequate protection against noise for the occupants of nearby dwellings. Erection of the fence could be secured by planning condition.

<u>Odour</u>
The Public Protection Officer has assessed the proposed development, including the 'Odour Control Specifications' and agree with its conclusions. The development would include an air extraction system with appropriate measures to control odour. The Public Protection Officer raises no objections subject to the addition of suitably worded conditions to require the implementation of measures for ventilation, extraction and control of cooking odour. Having regard to this, there is unlikely to be an unacceptable impact on residential amenity by way of cooking odour.

Having regard to the above considerations, the proposed development would not give rise to unacceptable impacts in respect of the living conditions of

occupiers of dwellings in the vicinity of the site. It therefore accords with UDP Policy GDP1.

Highway Considerations

The applicant is accompanied by a Transport Assessment and a Traffic Note that consider the parking and traffic impacts associated with the proposed development.

The proposed development would be situated within the existing overflow car park for Tesco. Access to the site would be via the access road serving both Tesco and the Border Retail Park from the A5152/Holt Road roundabout. Pedestrian access would be via existing pedestrian footway within the Tesco car park. There are a total of 795 spaces within the Tesco car park at present, including 583 within the main car park and 212 in the overflow.

The proposed development would result in a net loss of 76 spaces. Layout changes within the main Tesco car park would result in that providing 584 spaces. The overflow car park would be reduced in size, providing 135 spaces. There would also be 20 spaces to serve the proposed development.

The Transport Assessment and a Traffic Note that demonstrate that peak demand for parking within the main Tesco car park is on a Saturday, with a total demand for 437 spaces, leaving 129 spaces free. The reduction in overflow car parking capacity would therefore still leave a sufficient number of parking spaces to serve the existing supermarket.

The parking provision for the proposed development would be 3 spaces below the maximum set out in Local Planning Guidance Note 16. However, having regard to the likely availability of spaces within Tesco car park, this is considered unlikely give rise to significant parking problems in the wider locality. In addition, there would also be capacity for 25 vehicles to queue within the site whilst waiting for drive thru orders.

Traffic generation from the proposed development would range from 76 inward and 76 outward trips during the Friday morning peak time to 105 inward and 110 outward trips during the Saturday peak. The Transport Assessment and a Traffic Note conclude that this would not give rise to any significant additional issues in respect of queuing at the A5152/Holt Road roundabout or give rise to significant issues on the wider local highway network.

Finally, there would be adequate provision within the site to accommodate servicing/deliveries. Deliveries and refuse collection could be undertaken safely and in a controlled manner, without unacceptable impact on pedestrian safety, parking availability, or the operation of the surrounding highway network. An appropriately worded planning condition could secure a Delivery and Servicing Management Plan.

The Highway Officer raises no objection to the application on the basis of the Transport Assessment and Traffic Note.

Having regard to the above, the proposed development would not give rise to highway safety concerns and therefore accords with policies GDP1 and T8.

Natural Environment

Planning Policy Wales (PPW12) requires that a Green Infrastructure Statement is required on all developments. It should show that development has a net benefit to biodiversity and green infrastructure. This information is not appropriate to seek 'retrospectively' by way of a condition and must be provided as part of the planning application process. It should describe how the green infrastructure of a site (trees, hedges, and SuDS etc.) has been incorporated into the development proposal.

The indicative landscaping scheme and proposed NBB measures are considered acceptable in principle, demonstrating that a net benefit for biodiversity can be achieved at the site. A suitably worded condition could secure the submission and implementation of a detailed landscaping scheme.

The site lies within close proximity to a number of trees, some of which are subject to a TPO and various areas of planting. A Tree Survey has been submitted and assessed by the Tree Officer. The loss of the young, category 'B' oaks and lime (T1 - T7) is regrettable. However, the age and ecological value of the trees can be adequately mitigated through and appropriate landscaping scheme. The loss of these trees would therefore not warrant refusal of the planning application.

Having regard to the above, the proposed development accords with policies EC4 and Chapter 6 of Planning Policy Wales 12.

Drainage

The proposal has been considered in relation to nutrient impacts on the River Dee and Bala Lake Special Area of Conservation (SAC). Given the location of the site, particularly its distance from main arterial roads that carry passing traffic through the County Borough, it is likely that most visitors to the development would be residents of the County Borough. Although visitors to the site from outside of the Borough cannot be entirely discounted, the site's location within an established retail area means that any such visitors would already be likely to be visiting Wrexham rather than visiting solely to visit the proposed restaurant.

The development is therefore unlikely to attract additional visitors to Wrexham from outside of the River Dee and Bala Lake catchment area and would not result in an additional increase in phosphates being discharged to the SAC. As such a likely significant effect can be ruled out, and no further assessment under the Habitats Regulations is required.

The proposal would therefore comply with UDP policies PS11, GDP1, EC6 and EC14.

Other Considerations

The concerns raised by the Local Health Board in relation to childhood obesity, exposure to unhealthy food choices, and the cumulative impact of takeaways are acknowledged and have been carefully considered.

There are no specific UDP policies regarding the density of restaurants. Para. 3.19 of Planning Policy Wales 'Promoting Healthier Places' does set out the important role the planning system has in promoting the Healthier Wales goal. However, this seeks to promote measures to reduce health inequalities by enabling opportunities for outdoor recreation and promoting active travel etc. rather than restricting numbers of food outlets.

The proposed development is located within close proximity to Alexander Primary School and Coleg Ial. The Council recognises that such proximity can increase opportunities for children and young people to access hot food takeaways. Local Planning Guidance Note 9 (LPGN9): Hot Food Takeaways suggests that take aways should not be located within 400m of a school or tertiary college. Coleg Ial is located more than 400m away. Whilst the boundary of the site is located within 400m of Alexandra Primary School, the distance between the site and the school entrance along the roadways between the both sites is approximately 490 metres. Consideration of the proximity of the proposal to nearby schools primary school in this way is consistent with the conclusions of the Inspector in determining the appeal for the drive thru site at Plas Coch (WCBC Reference P/2019/0919). In that case, the Inspector concluded the distance should be that between a proposed takeaway and a nearby school, along roadways between the site and to the main entrance of the school.

In the absence of specific planning policies in the UDP or nationally regarding the concentration of takeaways or drive thru restaurants, having regard to the above, the proposed development is considered to be in compliance with the advice set out in LPGN9 in so far as it relates to proximity to educational establishments.

The surrounding area contains a mix of commercial uses, including a number of existing takeaways and restaurants. While the Health Board's concerns regarding cumulative impact are noted, no evidence has been provided to demonstrate that the addition of one further unit would result in a demonstrable harm to the vitality, function, or character of this retail complex, nor that it would materially undermine access to healthier food options. The proposed development would not lead to the loss of an existing healthy food outlet, nor would it prevent alternative uses from operating within the wider area.

It is noted that Ward experiences higher-than-average levels of obesity and diet-related ill health. These are significant public health challenges. However, planning decisions must be based on a clear and direct causal link between the proposed development and a material worsening of those outcomes. It has not been demonstrated that this individual development would, in isolation, materially exacerbate existing health conditions or undermine local health strategies.

Having regard to the above, and in the absence of specific development plan policies restricting such uses or robust evidence of site-specific harm, the Health Board's objection is afforded limited weight. When considered alongside other material considerations, including the location of the site within a wider retail complex and compliance with relevant planning policies and guidance, the proposal is not considered to result in unacceptable harm in planning terms.

Conclusion

The proposed development is considered acceptable in terms of scale and design and would not give rise to highway safety or residential amenity concerns. Subject to suitably worded conditions relating to the provision of NBB/landscaping, trees and means of ventilation, the proposed development accords with relevant UDP policies as well PPW12 and relevant Technical Advice Note.

Condition(s)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.

2. The development shall only be carried out in strict accordance with the details shown on the following plan(s) and document(s):

    - Supporting Statement, Planware Ltd, July 2025
    - Drainage Statement, Glanville, September 2024
    - Drainage Maintenance Plan, Glanville, July 2025
    - Transport Assessment ADL/CC/4024/15B, ADL Traffic and Highways, July 2025
    - Store Travel Plan, ADL Traffic and Highways, July 2025
    - Odour Control Specifications, CDM Partnership, Received July 2025
    - Phase I and II Site Investigation Report, ST Consult, May 2019
    - Phase III Geotechnical Assessment, ST Consult, August 2024
    - Remediation Strategy and Verification Plan, ST Consult, September 2024
    - Delivery Management Plan ADL/CC/4024/15A, ADL Traffic and Highways, July 2025
    - Construction Environmental Management Plan Issue 2, Glanville, July 2025
    - Environmental Noise Assessment, Acoustic Associates SW Ltd, June 2025
    - Net Benefit for Biodiversity report, Practical Ecology, Version 1 March 2026
    - Ecological Method Statement, Practical Ecology, Version 1 March 2026

- Green Infrastructure Statement, Practical Ecology, Version 1 March 2026
- Site Layout Plan As Existing Drawing No. 7611-SA-2543-AL1003
- Proposed Layout Plan Drawing No. 7611-SA-2543-P1004 H
- Proposed Elevations and Section Drawing No. 7611-SA-2543-P1005
- Proposed Ground floor and Roof Plans Drawing No. 7611-SA-2543-P1005
- Wider Site Plan Drawing No. 7611-SA-2543-P1024 C
- Proposed Block Plan Drawing No. 7611-SA-2543-P1002 D
- Site Location Plan 7611-SA-2543-AL1001 A
- Tesco Site Plan 7611-SA-2543-P1104 D
- Indicative Site Cross Section 7611-SA-2543-SK37 Site Cross Section A-A (Proposed McDonalds vs Portal Avenue)
- Designers Response to Road Safety Audit, ADL Traffic and Highways, December 2025
- Road Safety Audit Stage 1, TMS 21st November 2025
- Traffic Note, ADL Traffic and Highways, December 2025
- Tree Survey and Arboricultural Impact Assessment, Haydens Arboricultural Consultants, 02/03/2026
- Drawing no: 12273-D-AIA
- Goal Post Height Restrictor and COD/Canopy document
- Standard Patio Area Supporting Specifications
- Drainage plan ref: 4240121-SK12 Rev I1

3. Prior to the first use of the development, the measures to deliver net benefit for biodiversity (NBB) outlined in the Net Benefit for Biodiversity report by Practical Ecology (Version 1: March 2026) shall be implemented in full. The measures shall thereafter be maintained for the lifetime of the development.

4. The 3.5m high close-boarded acoustic fence along the northeastern boundary shall be installed prior to the first use of the development hereby permitted and shall thereafter be permanently retained.

5. Within 3 months of commencement of development a scheme of landscaping, to include but not be limited to details the location and species of trees to be planted to replaced trees removed and a timescale for implementation, shall be submitted for the written approval of the Local Planning Authority. Landscaping shall thereafter be undertaken in accordance with the approved landscaping scheme. Thereafter, any trees, hedgerows or plants which are removed or become seriously damaged or diseased shall be replaced in the next

planting season with trees, hedgerows or plants of the same species as those originally planted.

6. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

7. Prior to first use of the development hereby permitted a grease trap shall be provided in order to prevent entry into the public sewerage system of matter (cooking fats, oils and grease etc.) likely to interfere with the free flow of the sewer contents, or which would prejudicially affect the treatment and disposal of such contents. The grease trap shall thereafter be permanently retained in a working condition.

8. The noise mitigation measures as referred to in the document 'Environmental Noise Assessment, Acoustic Associates SW Ltd, June 2025' shall be implemented in full prior to the first use of the development and all such measures for noise mitigation shall be retained thereafter.

9. The odour mitigation measures and proposals for ventilation as referred to in the document 'Odour Control Specifications, CDM Partnership, Received July 2025' shall be implemented in full prior to the first use of the development and all such measures shall be retained thereafter.

10. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

11. No development shall take place until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in strict accordance with Method Statement as is approved. The Method Statement shall include the following:
1) A specification for tree protection fencing and ground protection measures that comply with British Standard 5837:2012;
2) A Tree Protection Plan showing the location of the trees to be removed and retained with their crown spreads, Root Protection

Areas, Construction Exclusion Zones, and location of protective fencing and ground protection measures accurately plotted;
3) A full specification for any access, driveway, path, underground services or wall foundations within retained tree Root Protection Areas or Construction Exclusion Zone , including any related sections and method for avoiding damage to retained trees;
4) Details of general arboricultural matters including proposed practices with regards to cement mixing, material storage and fires;
5) Details of the frequency of supervisory visits and procedures for notifying the findings of such visits to the Local Planning Authority;
6) Method for protecting retained trees during demolition works;
7) Details of all proposed tree works, including felling and pruning;
8) Detailed proposals for arboricultural site supervision and cyclical monitoring for the duration of the development.

12. The development shall be carried out in full accordance with the mitigation / NBB measures, and working methods contained within the Ecological Method Statement prepared by Practical Ecology Ltd, Version 1 dated March 2026, unless otherwise agreed in writing by the Local Planning Authority.

13. The development shall be carried out entirely in accordance with the Delivery Management Plan by ADL Traffic and Highways ref: ADL/CC/4024/15A dated July 2025.

Reason(s)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

2. To comply with Section 71ZA(2) of the Town and Country Planning Act, 1990.

3. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12.

4. In order to protect the residential amenity of nearby occupiers in accordance with policy GDP1 of the Wrexham Unitary Development Plan.

5. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in

accordance with Policies GDP1, PS11, EC4, EC5 and EC6 of the Wrexham Unitary Development Plan.

6. To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

7. To prevent pollution of the water environment in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

8. In the interests of residential amenity, having regard to Policy GDP1 of the Wrexham Unitary Development Plan.

9. In the interests of residential amenity, having regard to Policy GDP1 of the Wrexham Unitary Development Plan.

10. To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks.

11. To preserve the health, safety and amenity value of the tree(s) in accordance with Policies GDP1, PS11, EC4, EC5 and EC6 of the Wrexham Unitary Development Plan.

12. To ensure the development delivers net benefit to biodiversity in an appropriate manner, in accordance with paragraph 6.4.5 of Planning Policy Wales 12.

13. In the interests of highway safety, having regard to policies GDP1, T1 and T8 of the Wrexham Unitary Development Plan.

Notes

Guidance on best management practice for catering outlet for the dispersal of fats, oils, grease and food waste, as issued by Water UK is available by contacting the Council's Environmental Health & Housing Standards Team on healthandhousing@wrexham.gov.uk or 01978 298989 for further advice and information.

The applicant is advised that some public sewers and lateral drains may not be recorded on Welsh Water's maps; some sewers were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

The applicant may also need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

You are advised that the premises should comply with the relevant Food Hygiene Legislation, and you are advised to contact Council's Food & Farming Team on foodandfarming@wrexham.gov.uk or 01978 298989 for further advice and information.

Lighting has the potential for classification as a statutory nuisance under the Environment Protection Act 1990. If lighting is found to be causing a nuisance than an Abatement Notice may be served, and the applicant is advised to consider this when designing the installation of any lighting.

Following the commencement of Schedule 3 of the Flood and Water Management Act, the works as proposed are required to obtain approval from the SuDS Approving Body (SAB) prior to commencement of those construction works. Further details of the SAB, the new national standards, the pre-application advice service and the application for approval process can be found on the Wrexham CBC's SAB webpage: https://www.wrexham.gov.uk/english/planning_portal/sab/sab.htm or by contacting the SAB Team directly at SAB@wrexham.gov.uk

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.