MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0764 Res(2)	**Your Ref:**	P/2025/0764
Date:	20/11/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH A1 (SWYFDDA POST) I DDOSBARTH C3 (ANNEDD) / CHANGE OF USE OF BUILDING FROM CLASS A1 (POST OFFICE) TO CLASS C3 (DWELLING)

LOCATION: 49 KINGSMILLS ROAD, WREXHAM, LL13 8NL

I refer to your consultation / email dated 13/10/2025 in respect of the above.

General

The proposed development comprises a Class A1 – former post office (with 1 bedroom on 1st floor being converted into a 4 bedroom dwelling.

Access

The proposed development site is located on the corner / junction of Kingsmills Road / Albert Street. The applicant would also appear to own no 25 Albert Street next door which shares a vehicular access with the former post office off Albert street.

Albert Street is an unclassified, residential road subject to a 20mph speed limit. However, I would estimate speeds of approximately 10mph for vehicles entering from Kingsmills Road given the geometry of the road. Albert Street operates a one way system allowing flows in the northerly direction off Kingsmills Road and includes traffic calming measures along this section.

Based on speeds of 10mph, any proposed / existing access would require a splay of 2.0 x 11m measured to the centreline of the adjoining carriageway in the southerly direction. Visibility from the existing shared access is adequate providing a splay in excess of 2.0 x 11m measured to the centreline of the carriageway.

There are limited number of on street parking bays located either side of the road between the shared access and junction with Kingsmills Road. These spaces make access awkward off Kingsmills Road and it would be beneficial if they were removed from at least one side of the road and replaced with double yellow lines. This is a matter for our Traffic Section to consider.

The existing shared access is surfaced with hard bound materials with gates (3.4m wide) serving no. 49 Kingsmills Road being setback approximately 2.7m behind the edge of carriageway.

Parking & Turning Provision

Based on LPGN 16 requirements, the proposed 4 bed dwelling would require a maximum of 3 parking spaces.

The existing access / driveway for no. 49 appears to provide parking for up to 3 cars as the whole driveway appears typically hard paved. However, the provision of 2 no. spaces would be considered acceptable in this instance (given the previous busy nature of the former post office) without customer parking and the relatively sustainable location of the site. However, it would appear a better option if 2 parking spaces were provided at the property located either side of the existing gates. This would require the use of the space annotated as amenity space on the plan for parking / turning and being surfaced with hard bound materials.

The revised layout plan (Drg. No. S108/007 Rev C) includes a note that indicates that *the proposed amenity space will be retained as hardstanding, providing flexibility for use as an additional parking space if required, as well as providing vehicle turning within the site.* The LHA consider this arrangement to be acceptable.

Cycle Parking / Shelter

There would appear to be adequate space for the parking / storage of 2 cycles within the site which is considered acceptable.

Waste / Recycling Storage

There would appear to be adequate space at the site to provide sufficient storage.

The LHA have no objections to the proposed development and recommend any permission includes the following condition:-

CONDITION

ZJ41 GENERAL LAYOUT
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. S108/007 Rev C.

P. Palmer

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.