MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1340 Res (3)	**Your Ref:**	P/2024/1340
Date:	11/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILADAU FFERM YN SWYDDFEYDD / CHANGE OF USE OF FARM BUILDINGS TO OFFICES

LOCATION: CHETWYND GROVE, BANGOR ROAD, CROSS LANES, WREXHAM, LL13 0TF

I refer to your consultation / email dated 08/01/2026 including revised plans in respect of the above.

General

The existing site is currently and partly used by Ningbo Walking Floors as overflow office space to support their business operations. The main business operations are located nearby in the Maelor Works industrial park, 1.6 miles away, but due to a recent expansion, additional office space was required for administration staff.

The barns had a previous planning permission granted in 2018 for the 'conversion of disused farm buildings into two residential units together with access and parking arrangements' (P/2017/0871). However, due to the commercial circumstances in Maelor Works, part of the barn at Chetwynd Grove was converted into office space for 6 members of staff shortly after the planning permission was granted

Prior to the planning permission granted in 2018, the barn was used for agricultural purposes. Currently, only part of the building (which this application relates to) is office space and the other half remains as agricultural stables. The applicant has advised that the barn(s) were partly converted and occupied for their consented use (residential) for a 12 month period following permission being granted. However they are unable to evidence this as part of this submission. The barns are now being used for commercial use to support with business operations.

Access

The proposed development site is located on the A525 Bangor Road which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing access would be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

It is understood that Chetwynd Grove (main house) itself is served off an access at the eastern end of the site frontage. It is understood that the proposed offices will be accessed off the westerly access.

The existing westerly access currently suffers with inadequate visibility. Although some of the hedgerow/ vegetation has recently been cutback, the access only provides splays of approximately 2.4 x 59m in both directions measured to a point approximately 1m off the kerbline of the adjoining highway. These splays are indicated on the revised visibility plan (Drg. No. 0180 Rev P1). Visibility is currently impeded by the existing trees / hedgerow either side of the access. **The LHA accept that visibility can be measured to the nearside wheel track but would accept this as being no more than 0.5m off the kerbline.**

The LHA recommend that the applicant submits a revised plan indicating how the required splays of 2.4 x 120m will be achieved in both directions over land under their control measured to a point no more than 0.5m offset from the kerbline (clearly indicating the kerbline / verge / extent of land ownership either side of the access).

Given the sub-standard nature of the access, the Local Highway Authority (LHA) would be unable to support any proposed development that would result in any significant increase in vehicle movements utilizing this access.

Previous planning consent at the site (ref: P/2017/0871 – Conversion of disused farm buildings into 2 residential units together with access and parking arrangements) required a number of improvements to the westerly access as follows:-

- Provision of 2.4 x 120m splays in both directions measured to the nearside edge from the westerly access.

- No dwelling on the site being occupied until the access onto the A525, passing places and turning areas have been laid out, surfaced and drained in accordance with Drg. No. JPP.18.01. to include the new position of the access gate and the provision of an Aco drain or similar. The access shall be surfaced using hard bound material for the first 10m behind the highway boundary.

- No gate or fence shall be erected across the access within 15 metres of the highway boundary.

Having recently visited the site, the LHA comment as follows:-

- The access has been modified / improved and is now approximately 10m wide reducing to 5.8m wide at approximately 15m behind the adjoining carriageway.

- The access is surfaced with a mixture of hard bound paving and loose bound stone and would benefit from hard bound paving for the first 10m.

- Visibility at the access remains inadequate in both directions as stated above.

- No Aco drain or similar installed as required by planning consent ref: P/2017/0871

The revised layout plan (Drg. No. PL-002 Rev A) does not indicate whether any passing places have been constructed as previously proposed under planning consent ref: P/2017/0871. **However, the access track leading into the site appears to be at least 4.8m for at least 25m behind the gates leading to the offices which is considered acceptable.**

The applicant has confirmed that the original planning approval (P/2017/0871) was enacted but has since been used for office use. **If the application is supported, the LHA recommend the previous access related conditions are included for this development**

Parking & Turning Provision

Adequate parking & turning provision must be provided within the site curtilage.

Based on a gross floor area of 126.3m^2, LPGN 16 (Class B1 Use) would require a maximum of 4 car spaces for the proposed offices. The previously submitted Planning Statement indicated that the offices are used by 6 staff members. The submitted plan (Drg. No. 0600 RevP1) indicates the provision of 6 spaces with appropriate turning space which is considered acceptable.

Traffic Generation

Correspondence from the Architect (Dated 05/03/2025) indicates that *" the offices are used by 6 staff members and there is no requirement for staff members to leave the site during the day and / or leave for lunch ie/ the only movements during the day being arriving and leaving for work, therefore working on the basis of 12 vehicle movements daily".*

However, should they choose to go out for lunch or other reason during their lunch break this could generate up to 24 movements per day which is considered significant. **Even if all staff remained on site over lunch, the LHA would still consider the potential daily vehicle movements (ie/ 12) to be significant.**

Conclusion

In conclusion, the LHA request further details as follows:-

- **Visibility**

  The LHA recommend that the applicant submits a revised plan indicating how the required splays of 2.4 x 120m will be achieved in both directions over land under their control measured to a point no more than 0.5m offset from the kerbline (clearly indicating the kerbline / verge / extent of land ownership either side of the access).

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 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