MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/DB/P/2025/0741 Response 2	**Your Ref:**	P/2025/0741
Date:	19/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH C2 (CARTREF GOFAL) I DDOSBARTH C3 (2 ANNEDD) / CHANGE OF USE OF BUILDING FROM CLASS C2 (CARE HOME) TO CLASS C3 (2 NO DWELLINGS)
LOCATION: COACH HOUSE, GREEN STREET, HOLT, WREXHAM, LL13 9JF

I refer to your consultation / email dated 5/12/2025 in respect of the above.

This proposal relates to a change of use of an annex currently registered as a care home (C2) into 2nr separate dwellings. The building in question lies within the grounds of the existing Manor Park Care Home facility/boundary. Provision of 3nr new parking spaces, with turning is also proposed.

The proposed dwellings include for a 1 bed house and 2 bed house. The existing care home is referred to as 3/4 bed residential accommodation; however the plan shows 4nr bedrooms.

Parking
The maximum parking provisions for a 1 bed and 2 bed development in accordance with LPG 16 is 3.5 spaces (comprising 1.5 spaces per 1 bedroom dwelling and 2 spaces per 2 bedroom dwelling). The location is in a sustainable village location. Holt provides most services available locally, and a bus route to and from Wrexham and Chester.

Currently there is parking in the grounds with turning provision for visitors, guests and servicing even though the number of parking spaces currently is not defined. This is not a concern however, as this proposal includes for providing 3 nr offroad parking spaces, and turning is considered adequate. There is no proposal to reduce nor amend parking within the existing care home. The new residential C2 parking spaces should be signed as such to avoid confusion with nursing home visitor parking.

Access
The unclassified 20mph Green St fronting the site is lightly trafficked, and this proposal utilises the existing neighbouring access of Manor Park Nursing Home.

Following the LHA's initial response, the LHA have reviewed the Amended visibility splay drawing and Highway Statement. Given the low traffic volumes within Green Lane, removal of the through road provision to the bridge, the historical use without incident, correction of the 15m splay noted in error, and argument presented relating to engineering judgement**, the LHA accept the provision of 2.4m x 25m splay in this instance to the centre of the road.**

Entrance detailing:
Ordinarily any new entrance should provide provision for drainage that avoids private surface water from discharging onto the highway. This is an existing and established entrance, so this cannot be rescinded, however for the additional parking the LHA would ask adequate drainage is provided so as not to add to the run off into the highway. Surfacing and no gate conditions should be applied also, as listed below.

Conclusion:
The applicant has addressed the visibility splay query to the LHA's satisfaction with provision of a 2.4m x 25m splay to the south in keeping with a 20mh road. If the Amended Visibility Plan and Highway Statement are referred to in any LPA approval, the need for a condition relating to visibility splays is negated.

The new parking spaces should be hard surfaced and drained, which can be controlled via the following parking conditions:

Standard Conditions to insert in any approval:

ZJ07	**ACCESS SURFACE (5 metres)**
043R	Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.
ZJ09	**NO GATES WITHIN 5 METRES**
033R	There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46	**NO PRIVATE SURFACE WATER RUN OFF**
026R	No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

KWEdwards

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 184/171 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.