MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0022	**Your Ref:**	P/2026/0022
Date:	05/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ESTYNIAD OCHR UNLLAWR I DDARPARU CHWE YSTAFELL WELY BRESWYL YCHWANEGOL GYDA CHYFLEUSTERAU EN-SUITE A THIRLUNIO CYSYLLTIEDIG / SINGLE STOREY SIDE EXTENSION TO PROVIDE SIX ADDITIONAL RESIDENTIAL BEDROOMS WITH EN-SUITE FACILITIES AND ASSOCIATED LANDSCAPING

LOCATION: MAESGLAS CARE HOME, GREEN STREET, HOLT, WREXHAM, LL13 9JF

I refer to your consultation / email dated 23/01/2026 in respect of the above.

General

The LHA understand the proposed development comprises an extension to the existing care home (28 single rooms) to provide an additional 6 residential bedrooms.

A recent planning application ref: P/2025/0469 to convert the neighbouring coach house to 2 dwellings was withdrawn. However, this application indicated that the applicant had control of the access plus area of land leading to the access. **The LHA request clarification on who owns the area of land behind and including the access and any access rights of both parties.**

Access

The proposed development site is located on Green Street which is an unclassified, residential road subject to a 20mph speed limit.

Based on 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 in accordance with Manual for Streets.

Visibility from the existing access is adequate in the northerly direction providing in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 6m measured to the nearside edge.

Visibility in the southerly direction is impeded by the existing boundary wall / lighting column. The existing wall could be lowered to a height of 1m (maximum) above the adjoining road level to achieve the required splay and the lighting column re-located in order to widen the access.

The LHA would not be able to support any proposed development that would result in any significant increase in vehicle movements utilizing this sub-standard access.

The submitted layout plan does not indicate the visibility splays from the existing / proposed access. **The LHA recommend that the applicant provides a suitably scaled layout plan indicating how the required splays will be achieved.**

The existing access is approximately 3m wide and surfaced with hard bound materials. **If the application is supported, the LHA recommend the access is widened to a minimum width of 4.8m to allow the simultaneous passage of vehicles (ie/ van plus car).**

If the proposed development is supported, the LHA recommend the following access improvements:-

- Modification to existing boundary wall to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. **The applicant will need to submit a suitably scaled plan indicating the full extent of the required / proposed splays.**

- Widening of existing access to allow the simultaneous passage of 2 vehicles ie/ minimum width of 4.8m for a minimum distance of 10m behind the adjoining highway.

  The LHA recommend any modifications to the access includes forming a dropped kerb shared access for which s.184 consent will be required.

  The LHA recommend the location of the existing fire hydrant and street lighting column are indicated / detailed on a revised site access plan. These may need to be relocated subject to land ownership.

- Hard bound paving for a minimum distance of 5m behind the adjoining highway.

- No gates to be erected.

- An Aco drain or similar across the access to intercept any private surface water run-off.

The LHA recommends that the above details are indicated on a suitably scaled plan (including annotated dimensions).

Parking & Turning Provision

Adequate parking & turning provision will need to be provided at the development site in accordance with LPGN 16 requirements.

Based on Class C2 Use, a maximum of 1 car space per 2 bed spaces is required. The existing 28 bed care home would require a maximum of 14 spaces and the proposed additional bedrooms (6 no.) would require an additional 3 spaces equating to the maximum requirement of 17 spaces.

The submitted layout plan (Drg. No. 14269/102) indicates the provision of 4 existing spaces and 8 proposed spaces. This equates to a 53% shortfall in parking provision compared with LPGN 16

maximum standards. No details of any proposed parking spaces to mobility standards have been provided as required by LPGN 16. **The LHA recommends this detail is provided on a revised layout plan.**

The submitted application indicates the following staffing arrangements:-

	Existing Staff		Proposed Staff
Full Time	18		20
Part Time	8		8
Total Full Time Equivalent	22		24

No details have been submitted with the application justifying the shortfall in parking provision at the site. **Details of how staff and visitor parking is managed to avoid parking on the adjoining highway will need to be provided.**

If the application is supported, it may be considered appropriate to include a condition for a car parking management plan (CPMP) including such details (but not limited to):-

- how parking will be managed
- how visitors will be staggered / booking system

Cycle Parking / Storage

Adequate cycle parking / storage will need to be provided at the site in accordance with LPGN 16 and Active Travel guidance. **The LHA recommend this detail is indicated on a suitably scaled plan (including annotated dimensions, stand spacings, shelter / storage details).**

In terms of turning provision, the LHA comment as follows:-

Adequate turning provision will be required within the curtilage of the site to cater for the maximum size of delivery vehicle that typically visits the site. **The LHA recommends that the applicant provides details of the maximum length of delivery vehicles that visit the care home and details of how they turn within the site (ie/ provide swept path details of such a vehicle accessing / turning / exiting the site when the proposed car park is full).**

Waste / Recycling

Adequate waste & recycling storage areas will be required at the care home. **The LHA recommend the applicant provides details of where the care home waste / recycling facilities will be located within the site when the car park is full and where it is collected from**. It is understood that the waste / recycling is dealt with by a private waste contractor.

Construction Traffic Management Plan

If the application is supported, the LHA recommend a condition for a Construction Traffic Management Plan (CTMP) including provisions for contractor parking.

Conclusion

In conclusion, the LHA request the following information:-

- **General**
  A recent planning application ref: P/2025/0469 to convert the neighbouring coach house to 2 dwellings was withdrawn. However, this application indicated that the applicant had control of the access plus area of land leading to the access. **The LHA request clarification on who owns the area of land behind and including the access and any access rights of both parties.**

- **Access**

  The submitted layout plan does not indicate the visibility splays from the existing / proposed access.
  The LHA recommend that the applicant provides a suitably scaled layout plan indicating how the required splays will be achieved.

  The existing access is approximately 3m wide and surfaced with hard bound materials. **If the application is supported, the LHA recommend the access is widened to a minimum width of 4.8m to allow the simultaneous passage of vehicles (ie/ van plus car).**

  If the proposed development is supported, the LHA recommend the following access improvements:-

  - Modification to existing boundary wall to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. **The applicant will need to submit a suitably scaled plan indicating the full extent of the required / proposed splays.**

  - Widening of existing access to allow the simultaneous passage of 2 vehicles ie/ minimum width of 4.8m for a minimum distance of 10m behind the adjoining highway.

    The LHA recommend any modifications to the access includes forming a dropped kerb shared access for which s.184 consent will be required.

    The LHA recommend the location of the existing fire hydrant and street lighting column are indicated / detailed on a revised site access plan. These may need to be relocated subject to land ownership.

  - Hard bound paving for a minimum distance of 5m behind the adjoining highway.

  - No gates to be erected.

  - An Aco drain or similar across the access to intercept any private surface water run-off.

  The LHA recommends that the above details are indicated on a suitably scaled plan (including annotated dimensions).

- **Parking & Turning Provision**

Adequate parking & turning provision will need to be provided at the development site in accordance with LPGN 16 requirements.

Based on Class C2 Use, a maximum of 1 car space per 2 bed spaces is required. The existing 28 bed care home would require a maximum of 14 spaces and the proposed additional bedrooms
(6 no.) spaces would require an additional 3 spaces equating to the maximum requirement of 17 spaces.

The submitted layout plan (Drg. No. 14269/102) indicates the provision of 4 existing spaces and 8 proposed spaces. This equates to a 53% shortfall in parking provision compared with LPGN 16 maximum standards. No details of any proposed parking spaces to mobility standards have been provided as required by LPGN 16. **The LHA recommends this detail is provided on a revised layout plan.**

The submitted application indicates the following staffing arrangements:-

	Existing Staff		Proposed Staff
Full Time	18		20
Part Time	8		8
Total Full Time Equivalent	22		24

No details have been submitted with the application justifying the shortfall in parking provision at the site. **Details of how staff and visitor parking is managed to avoid parking on the adjoining highway will need to be provided.**

If the application is supported, it may be considered appropriate to include a condition for a car parking management plan (CPMP) including such details (but not limited to):-

- how parking will be managed
- how visitors will be staggered / booking system

Cycle Parking / Storage
Adequate cycle parking / storage will need to be provided at the site in accordance with LPGN 16 and Active Travel guidance. **The LHA recommend this detail is indicated on a suitably scaled plan (including annotated dimensions, stand spacings, shelter / storage details).**

In terms of turning provision, the LHA comment as follows:-

Adequate turning provision will be required within the curtilage of the site to cater for the maximum size of delivery vehicle that typically visits the site. **The LHA recommends that the applicant provides details of the maximum length of delivery vehicles that visit the care home and details of how they turn within the site (ie/ provide swept path details of such a vehicle accessing / turning / exiting the site when the proposed car park is full).**

- **Waste / Recycling**

  Adequate waste & recycling storage areas will be required for both proposed dwellings and existing care home. There would appear to be adequate storage areas for the proposed 2 no. dwellings. However, the care home currently appears to use the area marked in blue on the submitted plans for their bin storage. **The LHA recommend the applicant provides details of where the care home waste / recycling facilities will be located when their car park is full should the application be supported.**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

KW Edwards
Contracts & Engineering Manager

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.