MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2026/0094	**Your Ref:**	P/2026/0094
Date:	09/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH C3 (ANEDD) I DDOSBARTH C2 (CARTREF GOFAL) / CHANGE OF USE OF BUILDING FROM CLASS C3 (DWELLING) TO CLASS C2 (CARE HOME)

LOCATION: BRYN RHEDYN, 34 HEOL LLEWELYN, COEDPOETH, WREXHAM, LL11 3PB

I refer to your consultation / email dated 20/02/2026 in respect of the above.

General

The LHA understand the proposed development comprises the change of use of an existing 4 bedroom dwelling to a 5 bedroom care home.

It is understood that the property will accommodate up to 3 no. children (aged between 9 – 17 yrs old). The submitted “Statement of Purpose” indicates that the team looking after these children consists of a manager, assistant manager, 12 residential support workers consisting of both full and part time staff and a small number of casual staff / bank staff.

Access

The proposed development site is located on Heol Llewelyn which is a classified, 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 inadequate providing splays of approximately 2.4 x 4m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing hedgerow, boundary fence /walls.

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 applicant could consider re-locating the access to a more northerly position along the site frontage, lowering existing walls / hedgerow to maximize visibility. However, consideration would need to be given to the proposed gradient of the access given the difference in levels.

The existing access is approximately 7m wide and surfaced with hard bound materials for approximately 1.7m behind the edge of carriageway. **If the application is supported, the LHA recommend the access is surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.**

If the application is supported the access will require an Aco drain or similar to intercept any private surface water run-off.

Parking & Turning Provision

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

The existing 4 bed dwelling would require a maximum of 3 spaces plus turning. Existing parking & turning provision at the site appears adequate.

Based on LPGN 16 - Class C2 Use, the proposed 5 bedroom care home would require a maximum of 1 car space per 2 bed spaces. This would equate to the maximum requirement of 2.5 spaces (ie/ 3 spaces) which could easily be provided at the site. However, the submitted "Statement of Purpose" indicates that the team looking after these children consists of a manager, assistant manager, 12 residential support workers consisting of both full and part time staff and a small number of casual staff / bank staff. **The LHA request further clarification from the applicant to the maximum number of staff that will be present on site at any given time potentially requiring parking including where there is an overlap in staff shift changeovers.**
The submitted layout plan (Drg. No. 2026/IILL/01/PL)) indicates the provision of 5 spaces. However, the submitted plan does not scale correctly. **The LHA recommend the applicant provides a revised plan that scales correctly and indicates appropriate parking / turning provision that meets the requirements based on the maximum number of staff that will be present on site at any given time. The LHA recommends this detail is provided on a revised layout plan including annotated dimensions of parking and turning requirements ie/ 6m clearance behind each space).**

<u>Cycle Parking / Storage</u>
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.**

Traffic Generation

Insufficient details have been provided in respect of anticipated daily vehicle movements at the site.

It is assumed that such a facility will generate the following:-

- Daily vehicle movements by staff to / from the site.

- Daily vehicle movements taking children to school and collecting from school.
- Trips by visiting ancillary staff.
- Trips by staff for supplies etc.

The LHA recommends the applicant provides a summary of the likely daily traffic generation as indicated above.

Waste / Recycling

Adequate waste & recycling storage areas will be required at the care home. There would appear to be adequate space within the curtilage of the site to provide sufficient storage.

Conclusion

In conclusion, the LHA request the following information:-

- **Access**

  The proposed development site is located on Heol Llewelyn which is a classified, 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 inadequate providing splays of approximately 2.4 x 4m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing hedgerow, boundary fence /walls.

  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 applicant could consider re-locating the access to a more northerly position along the site frontage, lowering existing walls / hedgerow to maximize visibility. However, consideration would need to be given to the proposed gradient of the access given the difference in levels.

  The existing access is approximately 7m wide and surfaced with hard bound materials for approximately 1.7m behind the edge of carriageway. **If the application is supported, the LHA recommend the access is surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.**

  If the application is supported the access will require an Aco drain or similar to intercept any private surface water run-off.

- **Parking & Turning Provision**

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

  The existing 4 bed dwelling would require a maximum of 3 spaces plus turning. Existing parking & turning provision at the site appears adequate.

  Based on LPGN 16 - Class C2 Use, the proposed 5 bedroom care home would require a maximum of 1 car space per 2 bed spaces. This would equate to the maximum requirement of 2.5 spaces (ie/ 3 spaces) which would be possible at the site. However, the submitted "Statement of Purpose" indicates that the team looking after these children consists of a manager, assistant manager, 12 residential support workers consisting of both full and part time staff and a small number of casual staff / bank staff. **The LHA request further clarification from the applicant to the maximum number of staff that will be present on site at any given time potentially requiring parking including where there is an overlap in staff shift changeovers.**
  The submitted layout plan (Drg. No. 2026/IILL/01/PL)) indicates the provision of 5 spaces. However, the submitted plan does not scale correctly. **The LHA recommend the applicant provides a revised plan that scales correctly and indicates appropriate parking / turning provision that meets the requirements based on the maximum number of staff that will be present on site at any given time. The LHA recommends this detail is provided on a revised layout plan including annotated dimensions of parking and turning requirements ie/ 6m clearance behind each space).**

  <u>Cycle Parking / Storage</u>
  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.**

- **Traffic Generation**

  Insufficient details have been provided in respect of anticipated daily vehicle movements at the site.

  It is assumed that such a facility will generate the following:-

  - Daily vehicle movements by staff to / from the site.
  - Daily vehicle movements taking children to school and collecting from school.
  - Trips by visiting ancillary staff.
  - Trips by staff for supplies etc.

  The LHA recommends the applicant provides a summary of the likely daily traffic generation as indicated above.

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.