MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0958 Res (2)	**Your Ref:**	P/2025/0958
Date:	25/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD YR ADEILAD O GERBYTY I DDOSBARTH B1 (SWYDDFEYDD), CODI PERGOLA AC ADEILADU MAES PARCIO / CHANGE OF USE OF BUILDING FROM COACH HOUSE TO CLASS B1 (OFFICES), ERECTION OF PERGOLA AND CONSTRUCTION OF CAR PARK

LOCATION: LAND ADJACENT TO ASHGROVE NURSING HOME, CHESTER ROAD, GRESFORD, WREXHAM, LL12 8PP

I refer to your consultation / email dated 18/03/2026 and revised site plan (Drg. No. ACH/14 Rev B Dec 2025 in respect of the above.

General

The proposed development comprises the change of use of building from a coach house to Class B1 Office (65m^2 gfa). The proposed access has recently been modified and construction works have already commenced on site.

Access

The development site is located on the B5445 Chester Road which is a classified road subject to a 40mph speed limit.

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

The submitted site plan (Drg. No. ACH/14 Rev B) does not scale correctly. **The LHA recommends the applicant addresses this issue (although annotated dimensions have been included).**

There was an existing access (2.7m wide) with dropped kerb located a short distance south of the main access along Chester Road which it is assumed was only previously utilized as a pedestrian access. This access has been recently modified / widened to 4.3m. However, the revised layout plan indicates a proposed access width of 4.8m to serve the new car parking area for the offices.

A minimum access width of 4.8m would typically be acceptable for a development of this nature, However, given the horizontal alignment of the proposed access, the LHA previously recommend that the applicant provides swept path details of a van (7m long) and large car (5m long) entering / exiting the site simultaneously to ensure they can sit clear of the adjoining highway and avoid any conflict / safety issue at the point of entry. Swept path details will also be required of a medium sized delivery vehicle accessing / turning / parking and exiting the site.

The submitted swept paths indicated on the revised layout plan do not indicate how these 2 vehicles enter / exit the site access simultaneously to ensure they can sit clear of the adjoining highway and avoid any conflict / safety issue at the point of entry.

The submitted swept path details do not indicate how a medium sized delivery vehicle (7m long) will turn and park within the proposed car park.

The submitted swept paths do show a delivery vehicle entering the site off Chester Road from the south (without a car exiting at same time). They also indicate a delivery vehicle coming in from the south, sitting just inside the access and then reversing out in the northerly direction which is unacceptable.

The LHA recommend that the applicant provides swept path details of a van (7m long) and large car (5m long) entering / exiting the site simultaneously to ensure they can sit clear of the adjoining highway and avoid any conflict / safety issue at the point of entry. Swept path details will also be required of a medium sized delivery vehicle accessing / turning / parking and exiting the site.

Any modified access will require s.184 / 171 consent from the Highway Authority to widen the dropped kerbs and strengthen the footway at the new crossing point.

The proposed visibility splays from the new access have not been indicated correctly on the submitted layout plan. The existing wall fronting the site is greater than 1m above the adjoining carriageway level and will need to be lowered if the application is supported (this detail is shown on plan). The indicated splays do not appear to be indicated from a setback distance of 2.4m or show the full extent of the required splays.

It would appear possible to achieve the required splays in both directions from the proposed access point. However, the required visibility splay in the southerly direction is likely to only be achievable when measured to the nearside wheel-track ie/ 0.5m off the nearside kerbline (which is considered acceptable).

The LHA recommends the applicant demonstrates that the full extent of the required visibility splays are achievable from the proposed access in accordance with TAN 18. This will need to include the accurate plotting of existing trees along the site frontage.

If supported, any proposed / existing access will need to provide the following:-

- Visibility splays of 2.4 x 120m in both directions in accordance with TAN 18 requirements.
- Minimum access width of 4.8m (subject to submission of acceptable swept path details)
- Surface to be paved with hard bound materials.
- No gates to be erected across the access.
- An Aco drain or similar will be required to intercept any private surface water run-off where the access falls towards the highway.
- Widening of the existing dropped kerbs to serve the access. Applicant will need to apply for s.184 / 171 consent to carry out these works.

The LHA recommends the applicant submits a revised layout plan addressing the above issues.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided / maintained at the site.

The proposed Class B1 Offices comprise a gross floor area of 65m^2. Based on LPGN 16 requirements, the proposed development would require a maximum of 2 spaces. However, as 6 no. staff are proposed to be employed, then the provision of 8 spaces is considered acceptable.

As the submitted plan does not scale correctly, the LHA are unable to check / measure the required dimensions of the parking spaces / turning provision or access road width. **The LHA recommends the applicant addresses this issue (although annotated dimensions are included). LPGN 16 requires a minimum 10% of spaces to be provided to mobility standards. This detail needs to be provided on a revised layout plan.**

The LHA would typically recommend the provision of a suitable turning head to accommodate the turning movements of a medium sized delivery vehicle within the proposed car parking area. This detail has not been provided. **The LHA recommend that this detail is indicated on a revised layout plan (annotated dimensions to be included).**

Cycle Parking / Storage

Cycle parking / stoarge shall comply with the Active Travel Act Guidance - July 2021 . The revised plan indicates cycle stand spacings of approx.. 850mm. Active Travel Guidance requires a minimum spacing of 1000mm. **The LHA recommends the applicant indicates this detail on a revised layout plan.**

Waste Collection / Recycling

It is assumed that the site will be serviced by a private waste contractor. However, no detail of how waste / recycling will be serviced and by what size vehicle has been provided. WCBC would not support the servicing of the site directly off Chester Road. **The LHA recommends that the applicant provides further clarification / details on this issue.**

Insufficient detail has been provided in respect of waste / recycling storage. **The LHA recommend that the applicant provides a more detailed plan (including annotated dimensions of the proposed storage space and actual waste / recycling bins).** The applicant may wish to liaise with the WCBC Waste / Recycling Section on this detail prior to submitting revised details.

Conclusion

In conclusion, the LHA request the following information:-

- **Access**

  The development site is located on the B5445 Chester Road which is a classified road subject to a 40mph speed limit.

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

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If supported, any proposed / existing access will need to provide the following:-

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- No gates to be erected across the access.
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- Widening of the existing dropped kerbs to serve the access. Applicant will need to apply for s.184 / 171 consent to carry out these works.

The LHA recommends the applicant submits a revised layout plan addressing the above issues.

- **Parking & Turning Provision**

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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.



On behalf of Chief Officer, Environment & Technical