MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0958 Res (3)	**Your Ref:**	P/2025/0958
Date:	24/04/2026		

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 31/03/2026 and revised site plan (Drg. No. ACH/14 Rev C 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 onto Chester Road 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 C) has been amended to indicate a new (in only) access off Chester Road utilizing a modified former pedestrian access along the site frontage. This access is to be widened to 4.8m. The proposed access will require s.184 / 171 consent to widen / strengthen the footway at the new access point.

If the application is supported, a condition will need to be included requiring appropriate “in only / no entry” signs (Welsh over English) and one way arrows on the access road located in private land.

The proposed internal access (exit to the development) exits onto the main private access used by the Ashgrove Nursing Home a short distance into the site from Chester Road. If the application is supported, the LHA recommend that visibility splays are provided at this internal access point of 2.4 x 11m in both directions to nearside edge (based on typical speeds of 10mph) to ensure safe access in close proximity to the adjoining highway. **The LHA recommends the above visibility splays are indicated on a revised layout plan.**

If the application is supported, a condition will need to be included requiring appropriate "no entry / exit" signs (Welsh over English) and one way arrows on the access road located in private land.

The proposed / existing access currently serves the Ashgrove and Ashleigh Court Nursing Homes to the rear of the development site. The existing access is approximately 5.5m wide and provides visibility splays in excess of 2.4 x 120m in both directions in accordance with TAN 18.

Any proposed access into / through the site will need to accommodate the movements of a van (7m long) and large car (5m long).

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

- 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 indicating /a annotating the above details.

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.

Cycle Parking / Storage

The provision of 3 no. Sheffield stands is considered acceptable.

Waste Collection / Recycling

It is assumed that the site will be serviced by a private waste contractor.

Conclusion

In conclusion, the LHA request the following information:-

- **Internal Access / Visibility**

  The proposed internal access (exit to the development) exits onto the main private access used by the Ashgrove Nursing Home a short distance into the site from Chester Road. If the application is supported, the LHA recommend that visibility splays are provided at this internal access point of 2.4 x 11m in both directions to nearside edge (based on typical speeds of 10mph) to ensure safe access in close proximity to the adjoining highway. **The LHA recommends the above visibility splays are indicated on a revised layout plan.**

- **Access Details**

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

  - Minimum access width of 4.8m (subject to submission of acceptable swept path details)
  - Surface to be paved with hard bound materials (both entry and exit)
  - 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 indicating /a annotating the above details.

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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical