MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/DB/2026/0086	**Your Ref:**	P/2026/0086
Date:	06/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

Proposal :DYMCHWEL Y RHANDY PRESENNOL A CHODI 3 UNED HUNANGYNHWYSOL O LETY/DEMOLITION OF EXISTING ANNEXE AND ERECTION OF 3 SELF-CONTAINED UNITS OF ACCOMMODATION
Location: 24 SALISBURY ROAD, WREXHAM, LL13 7AS

I refer to your consultation/email dated **18 March 2026** regarding the above application.

The application proposes the demolition of an existing annexe within the grounds of an existing nursing home and the construction of a replacement purpose-built annexe to provide additional accommodation. The site is accessed from Salisbury Road, a B-class road subject to a 20 mph speed limit.

The existing residence provides accommodation for three residents in three bedrooms, together with accommodation for full-time care staff (number not specified). The proposed development would provide three additional single bedrooms, increasing the overall capacity of the facility to 6.

The site currently provides four parking spaces to the front, with no increase proposed. There is also no provision for vehicles to turn within the site, meaning vehicles would need to enter and exit in a forward gear. The site is in a sustainable location with good access to the city centre.

The application does not specify the proposed number of staff following the expansion, nor does it consider parking demand associated with visitors, both of which are relevant when assessing the adequacy of the parking provision.

Access

No improvements are proposed to the existing access, which is approximately 3.0 m wide. There have been no recorded personal injury collisions associated with the site frontage in the last 10 years.

Although the increase in capacity is relatively modest, it is expected to result in an increase in vehicle trips. In view of this, the Local Highway Authority (LHA) considers that improvements to the existing access should be provided to improve visibility for vehicles entering and leaving the site.

The frontage hedge should be cut back and the masonry pillar relocated to slightly widen the access. Ideally, visibility splays of **2.4 m x 25 m** should be achieved, measured to the nearside kerb, with no obstruction exceeding **1.05 m** in height within the visibility envelope.

To the east, the visibility splay should be measured to within 0.5 m of the nearside kerb. To the west, given that this is an existing access, the LHA would accept a visibility splay to the centreline of the carriageway following consideration of the likelihood of overtaking traffic and the prevailing estimated 85th percentile vehicle speeds in the absence of survey information.

Whilst it is acknowledged that full compliance with the recommended visibility standards is unlikely to be achievable, the LHA considers that the following improvements represent a reasonable and proportionate enhancement to the existing situation.

Direction	Existing Visibility	Achievable Improvement	Comments
East (towards Kingsmills Road)	2.4 m x 10 m (to within 0.5 m of the nearside kerb). At a 2.0 m setback, approximately 13 m is currently available.	Approximately **2.0 m x 20 m** through relocation of the lower pillar and cutting back the hedge.	A 2.0 m setback may be accepted where adequate on-site turning is provided.
West (towards St Giles School)	Approximately 2.4 m x 10 m to the nearside kerb.	Approximately **2.0 m x 20 m**.	Increasing the access width to a minimum of 3.5 m would move the vehicle centreline away from the neighbouring wall, improving visibility to the west.

Although these improvements would remain below current Welsh design standards, the LHA considers they would provide a meaningful improvement over the existing situation and would be proportionate given that the proposal relates to the expansion of an established use.

Should this application be supported by the LPA, the LHA would also seek clarity on methodology for carrying out the works. Will the proposed construction work be implemented whilst the nursing home facility is in use? This would raise challenges that may affect the running of the facility, and may spill out onto the highway, affecting pedestrians and road users. The LHA therefore request a planning condition seeking a Construction Traffic Management Plan for approval prior to commencement that demonstrates management of deliveries, construction staff parking and general management of the construction logistics.

Summary and Conclusion

Before the LHA can support the application, the following information and amendments are required:

1. Provision of an on-site vehicle turning facility, demonstrated on a scaled site plan, to enable vehicles to enter and leave the site in a forward gear.

2. Provision of a dedicated visitor parking space. This should be suitable for visitors and capable of accommodating an ambulance where necessary, given the nature of the development.

3. The introduction of turning facilities and an ambulance/visitor space may result in a shortfall against the maximum parking standards set out in LPG16. If so, this may be addressed through a Travel Plan demonstrating measures to encourage staff and visitors to travel by public transport, walking, cycling or car sharing.

4. Provision of secure, covered cycle parking for staff and visitors, together with bin storage, should be shown on the site layout plan. Clarification should also be provided as to whether refuse collection will be undertaken privately.

5. Clarification of the proposed access improvements, including the revised visibility splays, should be provided on the site plan. Whilst full visibility splays within land under the applicant's control may not be achievable, the LHA considers that modest improvements are both achievable and appropriate. Relocating the entrance brick pillar and cutting back the frontage vegetation would improve visibility to the east, while widening the access would improve visibility to the west by shifting the vehicle centreline. If suitable on-site turning is provided, the LHA would be prepared to accept a 2.0 m setback in this instance as a reasonable compromise, notwithstanding that this would normally only be acceptable on lower-category roads.

6. Provision of a Construction Traffic Management Plan safeguarding the surrounding environment and clarifying if the nursing home facilities would be temporarily suspended during construction. (This could be managed via a suitably worded prior to commencement CTMP condition)

Upon receipt of the above information, the LHA will be in a position to conclude its consultation response.

Supplementary Notes

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

KWEdwards

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.