MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0453	**Your Ref:**	P/2026/0453
Date:	11/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD STABLAU I DDARPARU LLETY ATEGOL, STIWDIO GELF A CHODI ADEILAD ALLANOL / CHANGE OF USE OF STABLES TO PROVIDE ANCILLARY ACCOMMODATION, ART STUDIO AND ERECTION OF OUTBUILDING

LOCATION: CEDAR HALL, THE GREEN, GRESFORD, WREXHAM, LL12 8RG

I refer to your consultation / email dated 24/07/2026 in respect of the above.

Access

The proposed development site is located on the B5373 Gresford Road which is a classified road subject to a 20mph speed limit. Based on typical 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 / proposed access serving the development site onto the B5373 is adequate in the south easterly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 19m measured to the nearside edge of the adjoining highway. Visibility is restricted in this direction given the required splay would need to cut across 3rd party land. A previous Land Registry search would appear to indicate the section of land / verge to the western side of the proposed access up to the lighting column is adopted highway. However, the land beyond this point (downhill) would appear to be under the ownership of The Vicarage (ie/ 3rd party land).

It is assumed that a s.106 agreement would be required in this instance to secure the required visibility splay in perpetuity. However, the available splay still falls short of the required standard.

The LHA would therefore be unable support any proposed development that is likely to result in any significant increase in vehicle movements / intensification of use through this existing sub-standard access. However, in this instance, it is assumed that the change of use of the existing stables to ancillary accommodation including art studio and outbuilding is intended for ancillary / personal use with the accommodation not being used as a separate dwelling and the art studio / outbuilding being

used for non-commercial / personal use purposes. **This could be covered by suitably worded planning condition.**

Access to the existing properties ie /The Vicarage & Cedar House is currently via a shared driveway which is approximately 4.8m wide at around 5m behind the adjoining carriageway. The existing access serving The Griffin Inn car park is also located in close proximity to the shared access to the south east. The proposed access serving the site appears to be setback in line with the two existing accesses serving The Vicarage and Cedar House.

Parking & Turning Provision

Adequate parking and turning provision would appear to be achievable / available within the curtilage of the development site.

Conclusion

In conclusion, the LHA raise no objections on highway grounds.

Supplementary Notes

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

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