Planning Statement

Conversion of Existing Barn into a 2-Bedroom Dwelling at Wallington Farm, Wallington Lane, Worthenbury, Wrexham, LL13 0AL

Nov 2025

Applicant:
Wallington Lane Farm
Wallington Lane
Worthenbury, Wrexham
LL13 0AL

Planning Authority:
Wrexham County Borough Council

Date of Pre-Application Advice:
17 September 2024

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1. Introduction

This planning statement supports a full planning application for the conversion of an existing agricultural barn located at Wallington Lane Farm, Wallington Lane, Worthenbury, Wrexham. The proposal involves converting the barn into a two-bedroom residential dwelling to provide accommodation for the owner's son, a farm worker currently residing in the main property.

The intention is to preserve the barn's traditional agricultural character while ensuring its sustainable use, aligning with local planning policies that encourage the re-use of redundant agricultural buildings in rural areas.

2. Site and Context

The subject barn is a single-storey, detached structure built with traditional solid brickwork walls and a pitched timber-framed roof covered in slate. The building is no longer required for agricultural use and has begun to deteriorate. To prevent further structural decay and secure a practical use, this proposal seeks to convert the barn to residential use while retaining its traditional architectural features.

Located within the existing farmstead, the barn is part of an established group of buildings, some of which have previously been converted for residential use. Planning permission was granted in 2015 (Ref: P/2015/0604) for the conversion of other barns on-site, which have since been successfully adapted to residential dwellings. This precedent supports the suitability of residential use within the farm setting.

3. Proposal

The proposed conversion will create a two-bedroom dwelling within the barn's existing footprint, ensuring minimal disruption to the rural character of the site and surrounding landscape. The conversion has been designed to retain the barn's agricultural appearance by using existing openings where possible, preserving traditional brickwork, and maintaining the pitched slate roof.

The proposed residential dwelling will accommodate the owner's son, who is a full-time farm worker. This will support the ongoing agricultural operations at Wallington Lane Farm by enabling family and workforce continuity on-site. The son's intended use of the converted barn as a family home will prevent the need for additional residential buildings on the farmstead, aligning with sustainable development goals and rural housing policies.

4. Planning Policy and Justification

The conversion of rural buildings for residential purposes is supported by local and national planning policies, provided that the proposals respect the character of the existing structure and meet sustainable development criteria.

According to Wrexham County Borough Council's planning policies, the sympathetic reuse of rural buildings can help conserve the area's architectural heritage, particularly where conversion secures the structural longevity of the building. This proposal aligns with these objectives by aiming to safeguard the barn's character, prevent its further deterioration, and contribute to housing needs in the area.

Furthermore, with the owner's son already residing in the main farmhouse, no significant increase in vehicle parking or additional infrastructure is anticipated, as the barn is situated close to existing amenities and facilities.

5. Design Considerations

The conversion has been carefully designed to retain the agricultural character of the barn. Key design elements include:

- **Brickwork:** Retention and repair of the original brickwork to maintain the barn's traditional appearance.
- **Roof:** Preservation of the pitched timber-framed slate roof to respect the historic character.
- **Openings:** Reuse of existing doorways and window openings wherever possible to minimise alterations.
- **Internal Layout:** The two-bedroom layout has been designed within the barn's current spatial constraints, retaining the building's open-plan agricultural feel.
- **Sustainability:** Energy efficiency improvements will be made to ensure a sustainable conversion while respecting the barn's heritage.

6. Response to Pre-Application Advice

Following the pre-application advice received from Wrexham County Borough Council on 17 September 2024, the proposed conversion has been revised to align with the council's feedback. The pre-application advice noted that an extension to the barn would likely not be supported, as current planning policy seeks to preserve the existing form of agricultural buildings, thereby retaining their historical and architectural character.

In response to this guidance, the initial plan, which included a small extension to the barn, was amended to remove the proposed extension. The current application now limits the scope of works strictly to the existing structure, with no alterations to the barn's footprint or roofline. This ensures that the barn's agricultural character is preserved, in line with the council's policies and pre-application advice.

The revised design uses the existing layout and openings, prioritising conservation and respectful adaptation to retain the barn's integrity and rural appearance. By following the council's guidance, this proposal aims to honour the historical significance of the building while making it fit for residential use.

7. Compliance with Local Planning Guidance Notes (LPGNs)

LPGN 16 – Parking Standards The proposed conversion meets the requirements of LPGN 16, as there will be no significant increase in parking demand. The applicant's son, who is intended to occupy the converted barn, already resides on-site within the main property. Consequently, no additional parking spaces are required, and the existing parking facilities are adequate to support the new dwelling. By minimising parking changes, the proposal preserves the surrounding rural setting and avoids unnecessary hardstanding areas that could impact the landscape.

LPGN 21 – Space Around Dwellings LPGN 21 seeks to ensure appropriate spacing around dwellings to promote privacy, reduce overshadowing, and maintain an attractive layout within the area. The proposed conversion adheres to these standards by keeping the barn in its current location and configuration without extensions or substantial modifications to its footprint. Sufficient space exists around the building to maintain privacy and amenity for both the new dwelling and the main property. The retained agricultural character of the barn supports the rural aesthetic, aligning with the intent of LPGN 21.

LPGN 30 – Design The design approach for the barn conversion carefully respects the requirements of LPGN 30, which emphasises high-quality design that is sympathetic to the character and setting of existing buildings. The proposal retains the traditional agricultural character of the barn by maintaining its brickwork, pitched slate roof, and simple, functional design. All external modifications are minimal and intended solely to meet residential requirements while preserving the barn's heritage. As a result, the design aligns with LPGN 30 by achieving a balance between functionality and aesthetic respect for the original agricultural structure.

LPGN 32 – Biodiversity and Development The project is designed with consideration for LPGN 32, which promotes biodiversity protection and enhancement in development. Recognising the barn's setting within a rural area, measures will be undertaken to mitigate any potential impacts on local wildlife. Where necessary, the conversion will include features to support biodiversity, such as bat boxes or other habitat-friendly elements, in accordance with local ecological assessments. Additionally, the proposed work is limited to the existing structure, minimising disruption to natural habitats surrounding the barn. This careful approach ensures compliance with LPGN 32 and reinforces a commitment to biodiversity.

By adhering to these local guidance notes, the proposal supports the council's planning goals while enabling a practical and sensitive conversion of a historically valuable structure into residential accommodation.

8. Agricultural Activity and Vehicle Use

The site historically supported agricultural activity associated with the existing farmhouse. However, the applicant has confirmed that agricultural operations no longer occur on this side of the site. As a result, there is no longer a need for large agricultural vehicles or machinery to access this part of the site.

The site's current role is to provide access to the farmhouse and two holiday lets, which were previously approved under planning consent reference P/2015/0604, subject to access and car parking improvements. Given the cessation of agricultural use, vehicle movements on this side of the site will now be limited to standard-sized cars typically associated with residential and holiday accommodation use.

This reduction in vehicle size and type will minimise potential impacts on the access route and surrounding area, ensuring that the existing access arrangements remain appropriate and sufficient for the intended use.

9. Access & Visibility

Visibility from the existing access serving the site has been reviewed in accordance with the requirements set out under planning consent reference P/2015/0604. The access currently provides an adequate visibility splay in the westerly direction, offering a splay of approximately 2.4 x 33m, measured to the centreline of the road. However, it was previously noted that visibility in the easterly direction was inadequate, providing a splay of only 2.4 x 20m due to obstruction from the existing hedgerow. In response to the Local Highway Authority's (LHA) recommendations and in line with the conditions of the previous consent, the hedgerow has now been removed with new boundary fencing stepped back from the roadside to improve visibility in the easterly direction.

Please refer to the images provided in the appendix, which demonstrates the improved visibility, and the corresponding site plan, which details the revised visibility splay now meeting the required standards.

The improvement ensures that the access arrangements are safe and compliant, with visibility splays that align with highway safety requirements.

10. Parking & Turning Provision

Parking and turning arrangements within the curtilage of the site were previously approved under planning consent reference P/2017/0604, providing a total of eight parking spaces to serve the existing four-bedroom farmhouse and two holiday lets (two bedrooms each).

As part of the current proposal, the existing parking spaces allocated for the holiday lets will be relocated to a position directly adjacent to the holiday lets, enhancing convenience for visitors. Additionally, two extra parking space will be provided to serve the proposed barn conversion, which is intended to be occupied by the farm owner's son, who already resides at the property.

Despite these adjustments, there remains ample space within the site for vehicle turning, ensuring that all vehicles, including a medium-sized delivery vehicle (7.2m van), can enter and exit the site in a forward gear.

Please refer to the attached site plan, which outlines the revised parking layout, including the relocated holiday let spaces and the additional space for the proposed barn conversion. A separate document is provided with a swept path analysis - Wallington Farm - Swept Path Analysis - 7.2m Long Van.

The updated parking and turning arrangements continue to meet highway safety standards, providing efficient access and manoeuvrability throughout the site.

11. Waste Collection / Recycling

In response to the Local Highway Authority's (LHA) recommendation, efforts were made to engage with the Council's Waste Strategy Team to discuss the adequacy of the proposed waste collection and recycling arrangements. Initial contact was made with the Senior Waste Strategy Officer, Gabrielle Povey; however, no response was received despite repeated attempts to engage.

Subsequently, further attempts were made to obtain advice, and we were finally able to make contact with Catherine Golightly, Waste Strategy Officer, who responded by email on 06 August 2025. Ms. Golightly provided the standard dimensions for the various bins required for the development but did not provide specific comments on the proposed location of the bins. She did, however, advise that "the collection crews would not collect bins from inside a bin store. Ideally, the bins would be presented closer to the road on a concrete pad closer to the entrance of the site. This would prevent the collection vehicle having to enter the site."

In light of this advice, the site plan has been revised to confirm the inclusion of a dedicated concrete pad adjacent to the site entrance for the storage and presentation of the various bins serving the development. This location ensures that bins are positioned in close proximity to the public highway, enabling collection without the need for vehicles to enter the site and without obstructing access or turning areas.

The designated waste collection and recycling area has been designed to provide sufficient capacity for the required number and type of bins for the farmhouse, holiday lets, and the proposed barn conversion. The arrangement offers a practical and accessible solution for occupants while meeting the operational requirements of the collection service.

It is considered that the revised waste management provision fully addresses the LHA's concerns, aligns with the advice received from the Council's Waste Strategy Officer, and complies with relevant guidance, ensuring minimal impact on site access and circulation.

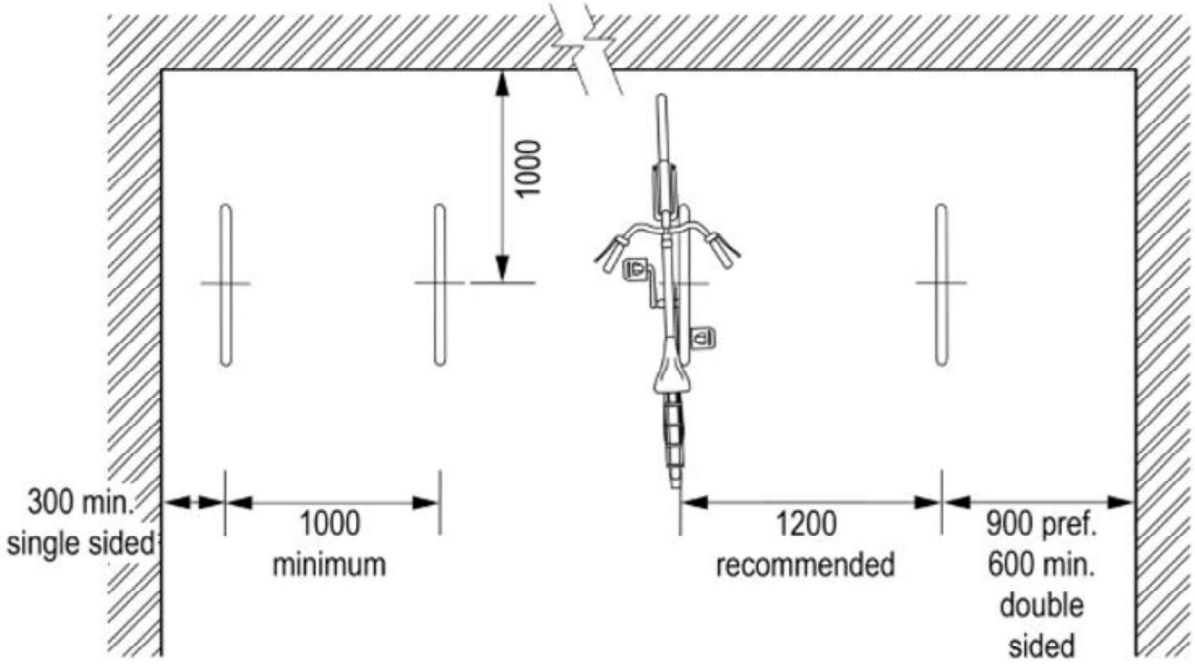
12. Active Travel

In accordance with the Local Highway Authority's (LHA) recommendation, discussions were held with the Strategic Transport Manager, Gwen Thomas, to identify any specific requirements relating to Active Travel for the proposed development. The written response received from the Strategic Transport Manager is included in the appendix for reference.

To actively support sustainable travel choices and encourage a reduction in reliance on private car use, the scheme incorporates secure cycle storage provision in line with the Active Travel Act Guidance. Following the advice provided, space has been allocated for a Sheffield Stand at the southern end of the site, positioned adjacent to the existing farmhouse shed. This location benefits from a generous forecourt area in front of the shed, which will comfortably accommodate several bicycles, ensuring ease of access, manoeuvrability, and usability for future residents.

The Sheffield Stand design to be used is illustrated below. This design is widely recognised by the Active Travel Act Guidance as best practice for cycle parking provision, offering a robust, simple, and cost-effective solution that allows cycles to be secured by both frame and wheel. The provision of this stand ensures that the development delivers an accessible, safe, and durable arrangement for cycle storage, thereby aligning the scheme with wider local and national sustainability objectives.

Please refer to the attached site plan, which clearly identifies the proposed Sheffield Stand location. The arrangement ensures the development meets active travel requirements, makes efficient use of the available space on site, and provides long-term benefit to residents by promoting healthier, low-carbon transport choices.



13. Ecology Assessment

A comprehensive ecological assessment has been carried out to ensure minimal impact on local bat populations. A Preliminary Roost Assessment was conducted on 30 April 2024, followed by Bat Emergence and Re-Entry Surveys (BERS) with the report completed on 4 November 2024. Both reports are included with this planning application. The assessments identified evidence of bats and roosts within the loft void, and specific recommendations were provided to protect these species. We are committed to adhering fully to these recommendations throughout the project.

To legally permit the proposed work, an EPSL (European Protected Species Licence) application will be submitted to Natural Resources Wales. This licence will outline a series of measures, including restricting certain activities to bat-safe periods, installing three bat boxes on-site, and conducting a toolbox talk to inform contractors of bat protections and guidelines. Additionally, a pre-commencement inspection and post-development monitoring will be conducted to ensure compliance and minimise disruption to bat habitats. Upon completion of construction, an additional bat box will be installed on a mature tree on-site to further enhance bat habitat availability.

The existing barn structure already contains bat-friendly features that will be preserved, including bat access tiles, open gables, and habitat boxes that were previously installed on the exterior walls of converted barns. The loft void, which will remain as a designated bat loft, currently holds four roosting bat boxes, two Habibat brick boxes, twelve raised slates on the roof to facilitate bat entry, and a WQ Bat Roost box on the external wall. Should the roof lining require replacement, 1F bitumen felt will be used, avoiding modern roofing linings that could endanger roosting bats.

These measures collectively underscore our commitment to preserving and enhancing bat habitats on-site, ensuring the proposed works are conducted in an ecologically responsible manner in line with regulatory requirements.

14. Protected Sites and Foul Drainage

The application site is located within the catchment of the River Dee and Bala Lake Special Area of Conservation (SAC). As such, the proposal has been assessed in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the published *Advice to Planning Authorities for Planning Applications Affecting Nutrient Sensitive River Special Areas of Conservation* (28 June 2024). Particular care has been taken to ensure that the development will not result in any adverse effects on water quality within the SAC river catchments.

In respect of foul drainage arrangements for the proposed barn conversion, careful consideration has been given to ensure full compliance with current regulatory requirements for rural properties. The applicant has consulted with Wrexham Council's Planning Department, Natural Resources Wales (NRW), and independent drainage specialists C & L Draining of Llay, to confirm that the proposed drainage strategy is appropriate and compliant with relevant environmental and building regulations.

It is proposed to install a MARSH Ensign 6 sewage treatment plant, designed for a population equivalent of up to six persons. The system is fully compliant with BS EN 12566-3 and meets the performance standards required under the Environmental Permitting (England and Wales) Regulations 2016 (as amended) and the General Binding Rules for small sewage discharges set out by NRW. Two independent drainage experts have confirmed that the proposed installation accords with the latest guidance and regulatory framework governing the treatment and discharge of domestic wastewater in rural settings.

The treated effluent (grey water) from the sewage treatment plant will be conveyed via an underground pipe, as shown on the submitted site plan, across the adjacent field and discharged into a nearby watercourse. The discharge point has been carefully selected to ensure that it is located downstream and below the existing farm dirty water lagoon, thereby preventing any potential cross-contamination. The design ensures effective treatment and dispersion in accordance with NRW's requirements for environmental protection and water quality.

The proposed MARSH Ensign 6 system provides secondary treatment, achieving a high standard of effluent quality suitable for discharge to a watercourse. The estimated daily discharge is approximately 150 litres per person, which falls well within the acceptable limits for this type of system under the General Binding Rules. The installation and discharge arrangements will be carried out by a qualified contractor and in accordance with the manufacturer's specifications, ensuring full compliance with both planning and environmental legislation.

15. Conclusion

This proposal seeks approval for the conversion of a redundant agricultural barn into a two-bedroom dwelling to provide family accommodation for a farm worker who plays an essential role in the farm's operations. The conversion will preserve the barn's traditional character and prevent further decay, ensuring that the building continues to contribute to the rural landscape.

The application follows a precedent established by previous barn conversions on the site, aligning with Wrexham County Borough Council's planning policies. Given these considerations, we respectfully request approval for the proposed conversion.

Yours sincerely,

Jake Simpson

Managing Director

CharterHouse Architecture

Appendix – Reduction of Hedgerow





Appendix – Active Travel

jake charterhouse-surveyors.co.uk

From: Gwen Thomas <Gwen.Thomas@wrexham.gov.uk>
Sent: 06 February 2025 12:43
To: jake charterhouse-surveyors.co.uk
Subject: RE: Planning application P/2024/1599 - Wallington Lane Farm

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jake

Apologies for the lateness of response.

Please see below taken from the Active Travel Act Guidance from Welsh Government (2021).
The highlighted section notes that for this development 2 cycle parking spaces should be included, one for each of the bedrooms.

Land use type	Sub category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	1 space minimum. 10% (up to 50 spaces) 5% of total capacity (over 50 spaces) co-located with disabled car parking	1 space minimum. 10% (up to 50 spaces) 5% of total capacity (over 50 spaces) co-located with disabled car parking
Retail	Small (<200m²) Medium (200-1,000m²)	1 per 100m² 1 per 200m²	1 per 100m² 1 per 200m²
	>1,000m²	1 per 250m²	1 per 500m²
Employment	Office/finance (A2/B1)	1 per 1000m²	1 per 200m²
	Industrial/ warehousing (B2/B8)	1 per 1000m²	1 per 500m²
Leisure and institutions	Leisure centres, assembly halls, hospitals and	Greatest of 1 per 50m² or 1 per 30 seats/capacity	1 per 5 employees
	Educational institutions		Separate provision for staff and students. Based on travel plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/ elderly housing or nursing homes		1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom

We would recommend that the storage comprises of either a Sheffield stand which would allow parking either side or lockers/cages. At least one space should allow at least 1.5m clearance so that it could be used to park a cycle by a disable user, especially if a tricycle/adapted cycle.

Cycle parking layout
14.8.15 The following factors should be considered when locating cycle parking:
Security – cycle parking must allow users to secure their cycle with a variety of lock types
Lighting – essential for personal security and for parking after dark
Weather protection – careful consideration of surroundings can provide beneficial coverage, for example roof overhangs, rather than having to install specific shelters Dry cycle storage is important for commuters and overnight parking
located on level ground or, if this cannot be achieved, perpendicular to the slope to avoid cycles rolling down the slope
located in obvious, clean, maintained and overlooked areas to deter vandalism/theft, and to make users feel safe and welcome
located where a safe, comfortable, coherent, attractive and direct route is available to/from the facility

14.8.17 Cycle stands placed too close to a wall or fence will inhibit two-point locking and consequently the bike may be more likely to fall over. Sheffield stands should be placed at least 600mm from any wall or kerb (approximately 1000mm to the centre of the stand) to allow for the overhang of the wheels. Cycle stands placed too close together will reduce capacity by preventing the usual practice of one Sheffield stand being used for two cycles (one each side); the recommended gap between stands should be 1200mm, with a minimum of 1000mm, see figure 14.25.

Appendix – Active Travel – Bike Stand Location





Appendix – Sewage Treatment Plant

