

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Economy & Planning
FAO: Sharon Holman
Our Ref: ET/DC/PP/P/2026/0220 **Your Ref:** P/2026/0220
Date: 13/05/2026

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD UNLLAWR PRESENNOL I'W DDEFNYDDIO FEL ANNEDD BRESWYL HUNANGYNHWYSOL (DOSBARTH A3) / CHANGE OF USE OF EXISTING SINGLE STOREY BUILDING FOR USE AS A SELF-CONTAINED RESIDENTIAL DWELLING (CLASS A3)

LOCATION: MAES DERWEN, HIGHER LANE, BURTON, ROSSETT, WREXHAM, LL12 0AB

I refer to your consultation / email dated 30/04/2026 in respect of the above.

General

The proposed development comprises a single storey structure, the front element of which incorporates a former Pullman railway coach that has been positioned on site for many years and integrated into the overall structure. The application is submitted to regularise and formalise the residential use of an existing building that has historically been used as a residential unit over a prolonged period, with no history of enforcement action.

Access

The proposed development site is located on Higher Lane which is a classified, rural lane subject to a 30mph speed limit.

Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing / proposed access is adequate providing in excess of the above splays.

The existing access is 6m wide and gated approximately 4m behind the edge of carriageway. The access is currently unsurfaced (grassed) and slopes towards the highway.

If the application is supported, the LHA recommend the following access improvements :-

- No gates within 5m of the highway boundary (preferably no gates).

- Access surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.
- An Aco drain or similar to intercept any private surface water run-off.

Note: The applicant will require s.184 / 171 consent to modify the access.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided in accordance with LPGN 16 within the curtilage of the site.

The submitted site plan (Drg. No. HLB 005) indicates parking for up to 2 cars plus turning which is considered adequate.

In conclusion, the LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ39 VERGE CROSSING

026R Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

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 asked 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 from 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