MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/DB/P/2026/0343 Response 2	**Your Ref:**	P/2026/0343
Date:	17 August 2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD A THROSI ADEILAD PRESENNOL O LETY CATHOD (SUI GENERIS) I ANNEDD (C3) A GWAITH CYSYLLTIEDIG GAN GYNNWYS ESTYNIADAU UNLLAWR I'R OCHR ACHREU TRAMWYFA NEWYDD / CHANGE OF USE AND CONVERSION OF EXISTING BUILDING FROM CATTERY (SUI GENERIS) TO DWELLING (C3) AND ASSOCIATED WORKS INCLUDING SINGLE STOREY SIDE EXTENSION AND CREATION OF NEW DRIVEWAY

LOCATION: FORMER PARKSIDE CATTERY, PARK LANE, ROSSETT, WREXHAM, LL12 0BW

I refer to your consultation / email dated 11 Aug 2026 including an amended proposed plan in respect of the above.

The LHA previous comments are retained below for record, and the new plan has been reviewed. The adjustments requested below have been included on the proposed plan.

Should the application be successful, the Applicant should contact the Highways Authority as described in the Appendix B below, before commencing the work, to agree all works immediately adjacent to the highway and crossing the highway adopted verge.

KWEdwards

Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical

Appendix A:

Initial Response: 5 Aug 2026
This application refers purely to the existing cattery into a dwelling.

There is an existing gated access off Park Lane a classified country lane subject to National Speed limit. There are no incidents recorded locally on Crash Map UK.

Parking: *The proposed dwelling provides 1 double and 1 single bed bedroom, totalling 68.43m in area. Off road vehicular parking is proposed for 2nr vehicles, with adequate provision for turning for deliveries as drawn. (Assuming the turning head is maintained free of parked vehicles and the parking spaces are past the area needed for turning.*

Access Layout: *The Local Highway Authority seek to avoid gates within 5m of the highway to avoid obstructing the highway on arrival in a vehicle whilst opening the gates so the applicant is requested to install the new gates set back a minimum 5m from the edge of the highway. This apron should be splayed to facilitate turning be constructed of a hard bound material and include provision for drainage, avoiding surface water running into the highway.*
Can the applicant confirm the proposed gate width?

A dedicated plan with proposed visibility splays has been provided, including 2.4m x120m in the corner of the lane t the south west of the site access and 2.4m x 43m to the corner of lane to the north east of the access. With adequate maintenance of hedging, this is achievable.

In the absence of any traffic surveys, the Local Highway Authority consider 30mph a realistic 85th percentile speed from the bends to the north east of the access.

From the south west speeds not exceeding 35-40 mph are considered a reasonable 85th percentile as this stretch of roads is straighter but still a narrow country lane in character. Park Lane is subject to National Speed Limit restrictions.

Cycle parking and bin storage is noted on the site plan submitted.

Construction phase: *Given the narrow access, it would be prudent for the applicant to introduce a compacted stone or surfaced widening to allow delivery wagons to turn into the driveway without increasing the rutting in the safe verge. Particularly during winter months running vehicles on the soft verges creates a risk of overturning as well as dragging mud onto the road.*

Summary

Can the applicant provide the following minor amendments to the proposal plans for the Local Highway Authority approval

1) *Confirm the proposed clear width of the new gate to ensure adequate width for turning, particularly during any construction work.*
2) *Set the gate back a minimum 5m from the highway*
3) *Make reference to hard bound paving for the first 5m minimum and include an aco drain or similar to avoid surface water running onto the highway.*
4) *Incorporate a temporary hard standing to widen Park Lane temporarily or permanently to enable delivery wagons to access the site entrance without over running onto the muddy verge (see tyre tracks in 2009 street view)*

Should the above be provided the Local Highway Authority do not envisage any other concerns with the proposal.

Appendix B

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.