MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0541	**Your Ref:**	P/2026/0541
Date:	15/09/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH D1 (EGLWYS) I DDOSBARTH C3 (ANNEDD) / CHANGE OF USE OF BUILDING FROM CLASS D1 (CHURCH) TO CLASS C3 (DWELLING)

LOCATION: CHURCH, CADNEY LANE, BETTISFIELD, WHITCHURCH, SY13 2LN

I refer to your consultation / email dated 27/08/2026 in respect of the above.

General

The submitted Planning Statement includes the following:-

The application seeks planning permission for the residential conversion of the former Bettisfield Methodist Church to a single dwelling. The proposal represents the re-use of an existing building within the established settlement of Bettisfield.

The existing building has been disused for a number of years, with the church having closed its doors for the final time as a place of worship several years ago. Given the length of time the property has remained unused as a place of worship, it can reasonably be concluded there is no demand for the building with its existing D1 use, to be retained.

Access

The proposed development site is located on Cadney Lane which is an unclassified road 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.

Visibility at the existing access / junction serving Chapel View is inadequate providing splays of approximately 2.4 x 10m in the southerly direction and 2.4 x 33m in the northerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow in the southerly direction and by the existing boundary fence in the northerly directions. The LHA assume

that the original conditions (visibility) / planning consent for the cul de sac development will be reviewed by the Planning Department in this instance with appropriate enforcement where necessary.

The proposed development is located on the western side of the access / junction serving Chapel View. Chapel View is residential, unadopted cul de sac which serves 4 existing dwellings. There is no dropped kerb vehicular access serving the existing chapel. It is therefore assumed that the property has no existing legitimate off-street parking.

Parking Provision

Adequate parking provision would need to be provided in accordance with LPGN 16 requirements.

Based on LPGN 16 requirements the existing chapel (Class D1 Use) would require a maximum of 2 car spaces plus 1 space per 25m^2 gfa. Based on a goss floor area of 61m^2, the existing chapel would require a maximum of 4 spaces. In comparison, the proposed dwelling would require a maximum of 1.5 space should only 1 bedroom be proposed or max. 2 spaces if 2 bedrooms are proposed. On this basis, the parking demand for the proposed dwelling is likely to be less than the existing / previous Class D1 Use (chapel).

There is no dropped kerb vehicular access serving the existing chapel. It is therefore assumed that the property has no existing legitimate off-street parking The area of land alongside the southern edge of the property is only 2.3m wide which is considered inadequate to accommodate parking for a single vehicle.

The LHA would not support the construction of a dropped kerb crossing at the front of the site to serve the proposed parking space given the lack of available space and potential reversing on / off the footway where there is limited pedestrian visibility. **The proposed parking space will need to be removed from the site layout plan and a revised plan provided.**

The LHA recommends that the applicant considers providing a single parking space with appropriate dropped kerb access from within the cul de sac off the area at the rear of the property subject to appropriate space being available. This will need to be indicated on a suitably scaled plan.

Conclusion

In conclusion, the LHA have no objections to the proposed development and request the following information:-

- **Parking**

  The LHA recommends that the applicant considers providing a single parking space with appropriate dropped kerb access from within the cul de sac off the area at the rear of the property subject to appropriate space being available. This will need to be indicated on a suitably scaled plan.

  The single parking space indicated on the submitted layout plan alongside the property will need to be deleted and a revised layout plan provided.

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