# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO::** | Tyler Fox |
| **Our Ref:** | ET/DC/DB/P/2025/0449 | **Your Ref:** | P/2025/0449 |
| **Date:** | 6 August 2025 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**TYNNU AMOD 5 CANIATÂD CYNLLUNIO P/2024/1353 / REMOVAL OF CONDITION 5 OF PLANNING PERMISSION P/2024/1353**

**CONISTON, WYNNSTAY LANE, MARFORD, WREXHAM, LL12 8YA**

I refer to your consultation / email dated 05/06/2025 in respect of the above.

This application is related to P/2024/1353 with respect to removal condition 5, limiting the use of private stabling and not livery or any commercial purpose.

The Local Highway Authority have no comment to make regarding the need to maintain the private stabling use, however, would simply note that should the applicant wish to use the plot for any other use other than a private dwelling, then a separate application would be required, including entrance detailing and provision of visibility splays if any changes are proposed.

In terms of Highway Safety though, it was noted that the existing driveway access is built of loose gravel that spills onto the adoptable highway, and the LHA do typically request that this be upgraded to a hard bound surface material for the entrance splay. Failure to prevent loose gravel from spilling onto the highway creates an increased risk of vehicles skidding, risk to cyclists and potential damage to the existing highway surfacing.



On behalf of Chief Officer, Environment & Technical

***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 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.*