MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/AC:DB/P/2025/0567	**Your Ref:**	P/2025/0567
Date:	28/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

DEMOLITION OF EXISTING DWELLING AND ERECTION OF REPLACEMENT DWELLING / DYMCHWEL ANNEDD PRESENNOL A CHODI ANNEDD YN EI LLE

2 MILL LANE COTTAGES, HORSEMANS GREEN, WHITCHURCH, SY13 3EA

I refer to your consultation / email in respect of the above.

The Local Highway Authority has reviewed the submitted Design Statement and associated drawings in relation to the proposed redevelopment of No.2 Mill Lane.

- **Access**: The proposed access point is located in the northwest corner of the site. While visibility splays are not explicitly shown on the submitted drawings, the LHA considers the arrangement acceptable given the context: the access serves a single private dwelling, and the adjoining highway is a low-speed, lightly trafficked route. On this basis, the LHA is satisfied that visibility can be achieved to a safe and appropriate standard for residential use, **subject to confirmation that the applicant will carry out the following when improving the access surfacing/forming the driveway:**
    - **Provide drainage (aco or similar restricting private drainage from entering the carriageway)**
    - **Provide a bound surface for the first 5m avoiding gravel running onto the adopted highway.**
    - **Maintain a gate set back at minmum 5m, so the highway isn't obstructed when cars parked in front of the gate.**

- **Parking & Turning**: The proposal includes provision for two off-road parking spaces and a turning area within the curtilage of the site. The LHA considers this provision proportionate to the scale of the development and compliant with local parking standards. The internal layout allows for safe manoeuvring and exit in forward gear.

The proposal does not raise any highway safety concerns. The access arrangements, parking provision, and internal layout are acceptable. Therefore, the Local Highway Authority raises no objection to the proposed development.

KWEdwards
Contracts & Engineering Manager

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.