MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Lauren Rowlinson
Our Ref:	ET/DC/DB/P/2025/0883 & 0884	**Your Ref:**	P/2025/0883 & 0884
Date:	09/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: RHYDDHAU AMOD 2 (MANYLION TO – GAREJ), 4 (MANYLION FFENESTRI) A 18 (TRIN YR ARWYNEB) CANIATÂD CYNLLUNIO P/2006/0527 / DISCHARGE OF CONDITIONS 2 (ROOF DETAILS - GARAGE), 4 (WINDOW DETAILS) AND 18 (SURFACE TREATMENTS) OF PLANNING PERMISSION P/2006/0527
LOCATION: ALTHREY FARM, OVERTON ROAD, BANGOR ON DEE, WREXHAM, LL13 0DA

I refer to your consultation / email dated 12/12/2025 in respect of the above.

Conditions 2 and 4 raise no highways concern

Condition 18 relates to the access road and driveway surfacing. The same response applies to P/2026/0883 (Cond 18 of P/2006/0527) and P/2026/0884 (Cond 16 of P/2006/0528)

The Detail submitted proposes a gravel filled geocell matting system for the driveway, which is private and outside any direct jurisdiction the LHA have in terms of specification, **subject to:**

1. This gravel solution should not be used for **the entrance itself which should be hard paved** (avoiding gravel spilling onto the road and causing both damage and reduction in slip resistance). Given the possibility for longer vehicles accessing the site, the first 10m minimum from the highway should be surfaced in a hard bound material, with provision for surface water drainage, thus avoiding the possibility of additional surface water draining onto the highway.
2. Is there **a safe refuse collection point at the entrance** that WCBC refuse collection teams will use? WCBC refuse collection teams cannot access along this private driveway with the HGV wagons to collect waste. Consideration should be given to a bin wagon pulling in without hindering the flow of traffic.

From a practical perspective, the LHA would offer the following **observation** that removals companies, delivery vehicles, landscaping maintenance, future building maintenance contractors etc. often use HGV vehicles. The geocell grids may not be considered robust enough, particularly at turning heads to accommodate these vehicles, however infrequent.

The refuse wagon access does not directly relate to discharging the condition, but the applicant should be aware at this stage that the bin wagons will not be collecting from the dwellings, accessed via a private shared driveway, unless special provision is arranged directly with the Refuse collection team. This may affect the selection of access road paving material.

Conclusion:
Prior to the LHA being able to support the discharge of condition 18 of P/2006/0572 and Condition 16 of P/2006/0582, can the applicant clarify:

1. That a hardbound material with drainage consideration is proposed for the entrance area?
2. That the proposed solution is adequate for HGV access along the full length and particularly at turning points?
3. What are the provisions for refuse collection, and indeed all other HGV deliveries in terms of both turning/autotracking and loading/wheel scrub.

KW Edwards
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 184/171 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.