MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/DB/P/2025/0780	**Your Ref:**	P/2025/0780
Date:	11th Feb 2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU FFENS I FLAEN A OCHR / ERECTION OF WALL TO FRONT AND SIDE
LOCATION: GERNANT, WREXHAM ROAD, PENTRE BYCHAN, WREXHAM, LL14 4DS

I refer to your consultation / email dated 10/11/2025 in respect of the above.

This application relates to the proposal to construct a 2m high wall along the frontage of the property along Ruabon Rd and Corkscrew Lane.
Ruabon Rd B5605 is a classified road subject to a 40mph speed limit at this point
Corkscrew Lane is an adopted unclassified road subject to National Speed limit, but given the tight bend and close proximity to the junction a speed not exceeding 15-20mph would be considered reasonable.

Please see a screenshot below of the adoptable highway shown in blue and yellow. The sketch plan provided with the application suggests that the applicant's wall is constructed on adopted highway.

Can the applicant provide an amended plan that relocates the proposed wall on land that is within the boundary and remove the wall on highway land and reinstate the original kerb and concreted verge. An application to the LHA Roadworks team including appropriate traffic management should be made.

Furthermore, there appears to be both an entry and exit to the drive, which means that vehicles entering the drive in a forward gear can also leave in a forward gear. Given the high traffic volume on Ruabon Rd, and in the interests of highway safety, the LHA would be reluctant to lose one of the accesses without clear demonstration on a marked up plan that there is provision within the driveway for an average family car to turn around.

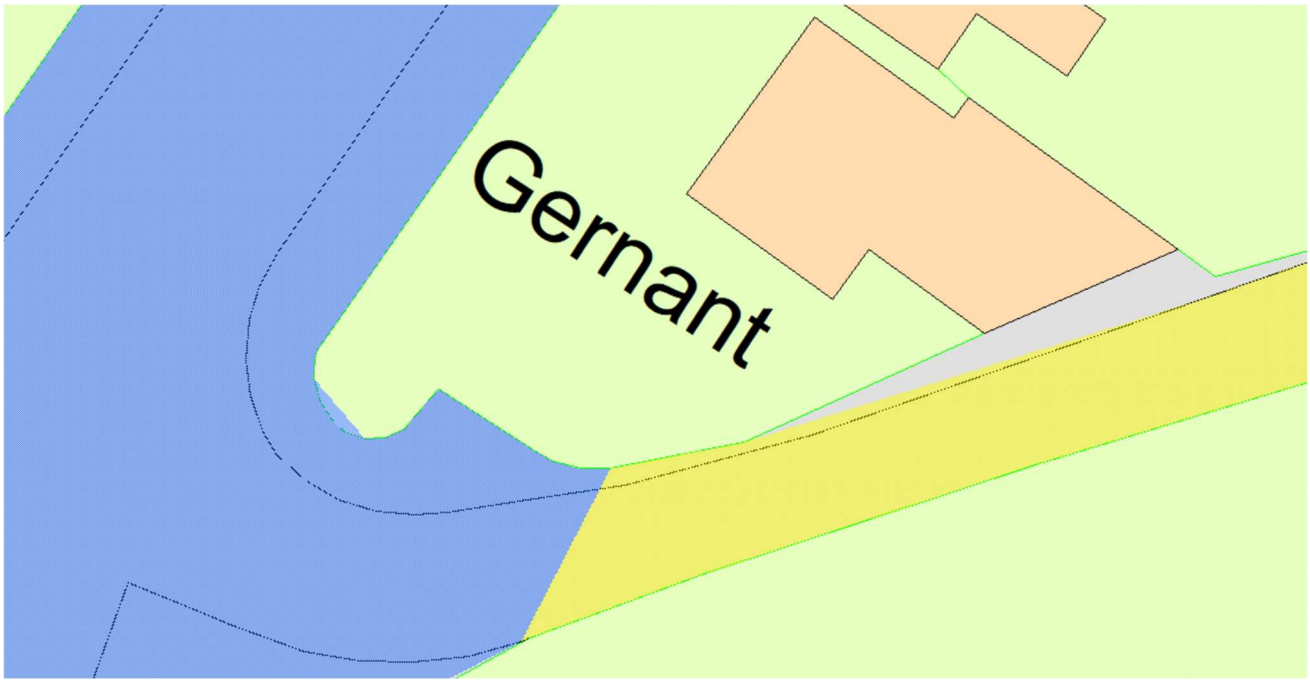
Should the applicant wish to retain the Corkscrew Lane access, the wall should be returned to the original height on land outside the highway boundary, that ensures the pre-existing visibility splay is retained up Corkscrew Lane. The constructed wall that reduces forward visibility on the bend should be removed without delay.

On Ruabon Rd, a visibility splay of 2.4m x 120m to the nearside kerb should be provided in both directions. Furthermore, a 2m x 2m pedestrian visibility splay should be provided. The constructed wall at such a height does not provide this, and should be lowered or splayed adjacent to the driveway.

The LHA suggest the applicant provides a copy of their title plan prior to amending the drawing, and agreeing the boundary

The highway boundary should be marked up on site, and any structure encroaching onto the highway land should be removed immediately irrespective of this application as it obstructs forward visibility.

The LHA request that if the application is approved when the above updated information is provided, then a Construction Traffic Management Plan be provided for approval prior to commencement as traffic management will be required during the construction in the form of a lane closure or even a road closure * TBC.



Highways land shown in blue and yellow above:





The applicant's proposed wall appears to be on highways ground on Corkscrew Lane

Conclusion:
Prior to the LHA being able to conclude their appraisal, and provide support for the above the following information needs to be provided:

1. Amended wall layout that reflects the adopted highway limits and provides visibility on Corkscrew Lane for the existing exit, as existed in 2009. **The highway boundary should be marked up on site, and any wall or landscaping encroaching onto the highway land should be removed immediately irrespective of this application. The original kerbline and concreted service verge should be reinstated.**
2. Provision of vehicular turning within the driveway, marked up on a dimensioned & scaled plan should be provided, if the Corkscrew Lane access is proposed to be closed, or if inadequate visibility is available.
3. Demonstration that adequate visibility splays and forward visibility is available that reflect an agreed reasonable speed of vehicles negotiating the first bend in Corkscrew Lane. (The

LHA suggest that in the absence of a speed survey, a speed of 15-20mph would be considered a reasonable maximum).

4. The wall on Ruabon Rd should be adjusted to provide 2m x 2m pedestrian visibility. This can be achieved by lowering it or splaying the wall adjacent to the access.
5. A Construction Traffic Management Plan should be provided that demonstrates how the work will be managed due to the close proximity of the wall to the highway. To construct a wall either a lane or road closure would need to be agreed with the LHA Roadworks team. The Advisory notes in the appendix below assist with the contact details in arranging the same. The CTMP could be subject to an appropriately worded condition prior to commencement, but items 1-3 need to be resolved prior to 4.

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 / 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.