Report of the Chief Officer Economy and Planning

Application Reference
P/2025/0690

Applicant
Mr John Small

Agent

Site Address
TOMLINSONS DAIRY, FIVE CROSSES INDUSTRIAL ESTATE, MINERA, WREXHAM, LL11 3RD

Description of Development
NEWID DEFNYDD ADEILAD O 'GYNNYRCH LLAETH YN UNIG' I DDEFNYDD CYMYSG DOSBARTH B2 (DIWYDIANNOL CYFFREDINOL) A B8 (STORIO A DOSBARTHU) / CHANGE OF USE OF BUILDING FROM 'DAIRY ONLY' TO MIXED USE CLASS B2 (GENERAL INDUSTRIAL) AND B8 (STORAGE AND DISTRIBUTION)

Ward
Minera/Mwynglawdd

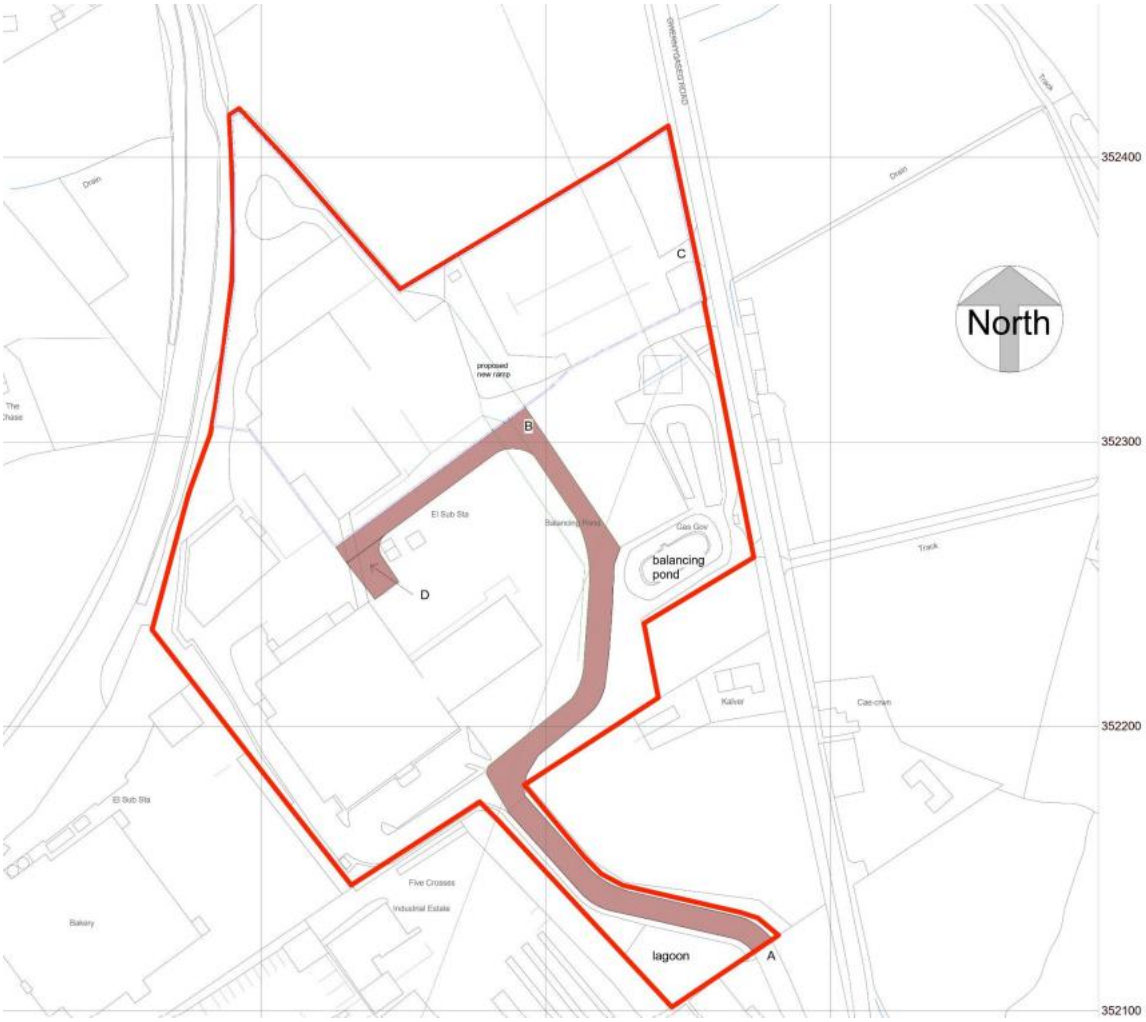
Community
Minera/Mwynglawdd

Recommendation
Grant

Officer Report

Site Description

The application site comprises the former Tomlinson's Dairy within the Five Crosses Industrial Estate.



Proposal

The application seeks planning permission for change of use of building from a dairy to a mixed use class of B2 (General Industrial) and B8 (storage and distribution). The applicants are proposing to use the site for the roof truss manufacture and timber frame panel production with associated storage and distribution. No new built development is proposed.

Reason for Committee Determination

Individual letters of objection received from the owners/occupiers of 3 or more properties.

Site History

Planning Applications

P/2005/1430 Construction of new dairy building, vehicle maintenance building and associated milk storage facilities, together with extension of access roads, attenuation ponds, car parking, lorry parking and landscaping. Granted – 31/07/2006

P/2012/0112 Construction of building to be used for bottling and storage of milk in glass bottles and associated service bridge, hard standing, ground remodelling and landscaping. Granted – 30//04/12

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P/2014/0410 Erection of industrial building to be used for blow moulding of poly milk bottles and associated service, suds, hardstanding, car parking, ground modelling and landscaping. Granted – 08/10/14

P/2015/0377 Variation of condition 2 of planning permission P/2014/0410 to allow alterations to previously approved plans, to extend the area of hardstanding and car parking. Granted – 07/09/15

P/2016/0646 Phase 1 – Extension to the main dairy building to provide additional cold storage, trolley return and office accommodation and extension to existing hardstanding to facilitate vehicle circulation, vehicle manoeuvring and temporary parking spaces for up to 50 cars. Granted – 14/10/16

P/2016/06739 Phase 2 – Extension of the existing main dairy building to provide additional cold storage trolley return and packaging storage, replacement of existing raw milk silos, extension to existing hardstanding to facilitate HGV circulation, manoeuvring and parking and forming of new staff car park with car only access off Gwern y Gaseg road and landscaping. Granted – 14/10/16

P/2016/0740 Phase 3 – Extension of existing blow moulding building and associated landscaping. Granted – 14/10/16

<u>Discharge of condition decisions</u>
P/2016/0988 Application for approval of details reserved by condition imposed under planning permission P/2016/0739 condition 3 – submission of surface water drainage scheme to include a timescale for implementation. Granted – 28/11/16

P/2017/0033 Application for approval of reserved by conditions imposed under planning permission P/2016/0646 condition 3 – full details of a hard and soft landscaping scheme together with a timescale for implementation of works, condition 4 – scheme for the provision of parking bays along the access road with the industrial estate that gives access to the site from the A535. Granted – 16/03/17

P/2017/0338 Application for approval of details reserved by condition imposed under planning permission P/2016/0646, condition 6 – submission of noise management plan for all external areas of the site. Granted – 25/05/17

P/2017/0480 Application for approval of details reserved by condition imposed under planning permission P/2016/0739, Condition 7 – Submission of landscaping scheme timescales. Granted – 28/06/17

P/2017/0550 Application for approval of details reserved by condition imposed under planning permission code no P/2016/0739, condition 4 – full details of the external finish to be applied to Suds. Granted – 27/07/17

P/2017/0551 Application for approval of details reserved by condition imposed under planning permission code no P/2016/0739, Condition 10 – submission of a verge crossing scheme. Granted – 18/08/17

P/2017/0619 Application for approval of details reserved by condition imposed under planning permission code no P/2016/0739, Condition 13 – submission of a noise management plan. Granted – 24/08/17

P/2017/0635 Application for approval of details reserved by condition imposed under planning permission code no P/2016/0739, Condition 21 – details of traffic regulation order. Granted – 12/09/17

P/2017/0946 Application for approval of details reserved by condition no 11 imposed under planning permission P/2016/0739 – submission of details of measures put in place to prevent vehicular access from the access onto Gwern y Gaseg Road and the adjoining car park to any other part of the site. Granted – 15/12/17.

Development Plan

Wrexham Unitary Development Plan 1996 - 2011
Policy PS1 - Broad Location of Development
Policy GDP1 - General Development Principles
Policy EC6 - Biodiversity Consideration
Policy EC14 - Protection of Controlled Waters
Policy E4 - Employment Development (of Unannotated Land) within settlements
Parking T8 - Parking

Local Planning Guidance Notes
LPGN 16 – Parking Standards
LPGN 26 – Landscape and Industrial Development
LPGN 29 – Employment Development and Nature Conservation
LPGN 30 – Design
LPGN 32 – Development and Biodiversity

Relevant National Policy

Planning Policy Wales Ed. 12
Future Wales Plan (2040)
Future Generations of Wales Act 2015
Technical Advice Note 5 – Nature Conservation and Planning
Technical Advice Note 12 – Design
Technical Advice Note 18 – Transport
Technical Advice Note 20 - Planning and the Welsh language
Technical Advice Note 23 – Economic Development

Consultation Responses

Community Council:
No objection.

Local Member:
No objection but raises relating to hours of operation and noise. Comments as follows:

The applicant, a significant local employer, has shown considerable flexibility in meeting with objecting residents and openly discussing their intentions while seeking to allay the residents' fears of noise disturbance from operations.

Concerned that a unit on site will be sublet to an as yet unknown business user who has had no part in the discussions between the applicant and objectors. Residents remain concerned about noise disturbance from this unit.

Would like to see appropriate constraints on hours of operation, where such operations are likely to lead to significant noise disturbance, applied to the whole site and to include operations conducted from the sublet unit in future.

Natural Resources Wales:
No comments.

Dwr Cymru Welsh Water:
No objection, conditions and notes recommended relating to surface water and asset protection.

Highway Officer:
Raises no objection. Comments that applicant has demonstrated that the proposed B2/B8 use will generate a substantially lower level of traffic than the extant dairy use, with all HGV movements routed via the A525 estate access and the rear Gwernygaseg Road access restricted to staff and visitors only. Parking and turning arrangements are shown on the amended site layout plan, and sufficient hardstanding exists to accommodate overflow parking if required.

To ensure highway safety and sustainable travel, recommends the following matters are secured by condition:

- Vegetation adjacent to the access on Gwernygaseg Road be cut back to ensure the appropriate visibility (2.4mX120m) can be achieved.
- A Construction Traffic Management Plan (CTMP) prior to commencement of works.
- A Detailed Travel Plan promoting sustainable modes and setting out monitoring arrangements.
- A Car Parking Management Plan to manage allocation and prevent overspill onto the highway.
- Provision of appropriate cycle parking, specifically a minimum of 14 spaces (seven Sheffield stands) in a covered, secure location, as detailed in this response.

Public Protection Officer:
No objections. Advises that the Noise Statement negates the need for a noise assessment. Comments that the document has confirmed that all works at the proposal will be carried out internally and that the main roller door will be kept shut so as to contain the noise. Hours of operation are also confirmed to be predominantly daytime only. Furthermore, an acoustic barrier is in place at the site. Based on the information provided this is accepted. Recommends the proposed noise mitigation measures secure by suitably worded condition.

Publicity Undertaken:
Site Notice
Notification Letters

Responses to Publicity:
In response to consultation, 10 letters have been received from members of the public. Of the 10 responses received 4 number of responses were objecting noting the following concerns;

- Noise concerns,
- Traffic concerns,
- Increases in pollution, noise and health issues for nearby residents,
- Defective historical planning concerns.

Background

The application site comprises the former Tomlinson's Dairy, covering approximately 3.7ha within the Five Crosses Industrial Estate. The site contains a series of substantial industrial buildings and hardstanding storage/parking areas. It has been vacant for over five years following the closure of the dairy operation.

The site is now proposed to be occupied jointly by Minera Roof Trusses, a long-established local SME operating for nearly 50 years from an adjacent unit within the same industrial estate and its sister company Tŷ Eco MMC, a new timber frame manufacturing business.

Principle of Development

The site lies partially within and partially outside but adjoining the UDP settlement limit. The main dairy building lies within the settlement limit. However, the extension to it permitted under planning permission Ref P/2016/0646, as well as servicing areas, a car park and the former blow moulting bottling building lie outside of the UDP settlement limit.

Policy PS1 directs new employment development to sites within settlement limits. Policy E4 also allows for employment development on unallocated sites within settlement limits subject to compliance with policy GDP1. Policy E5 of the UDP allows for small scale employment development on sites outside of the settlement limit through the conversion of suitable buildings. Given that the proposed change of use relates to a sizeable employment site, the policy is not applicable in this instance. There are no UDP policies that specifically deal with the change of use of existing employment sites that straddle or lie outside of defined settlement limits.

Section 38(6) of the 2004 Act states that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of Section 38(6), Future Wales: The National Plan 2040 (FW) and the Wrexham Unitary Development Plan have the status of development plans are therefore the starting point for determining planning applications.

Although the UDP is the adopted development plan and is therefore a starting point for the consideration of application, it was adopted in 2005 and the plan period expired in 2011. Crucially, the UDP is based on outdated national planning guidance and underpinned by an evidence base that is now woefully outdated, being well over 20 years old. The settlement limits were defined in the context of the UDP strategy, which sought to manage development over the plan period 1996-2011.

In the unadopted LDP, the application site lies entirely within the boundary of a defined employment area. The boundaries of unadopted LDP's employment areas form an integral part of its strategy to manage development over the period 2013-2028. On the matter of location of development, the Inspectors concluded that the LDP's spatial strategy: is "*coherent and based on a clear and robust preparation process. The spatial strategy and relevant strategic policies are realistic, appropriate and logical in the light of relevant alternatives and are based on robust and credible evidence*."

Having regard to the above, the UDP settlement limits, where they are inconsistent with the unadopted LDP are now outdated. Paragraph 7.8 of Development Plans Manual (Edition 3) advises that where development plans are outdated, Local Planning Authorities should give the plan decreasing weight in favour of other material considerations, such as national planning policy.

The evidence that underpins the unadopted LDP is, in every respect more up to date than the evidence that underpins the UDP. Moreover, the unadopted LDP has been subject to Examination in Public, with the LDP Inspectors concluding that subject to the binding changes set out in their report (which have been incorporated into the final version of the written statement and proposals maps), '*the Wrexham Local Development Plan satisfies the requirements of section 64(5) of the 2004 Act and meets the procedural requirements and tests of soundness'*. In addition, in the case of the application site, the unadopted LDP employment area takes account of developments that had taken place on the site since the adoption of the UDP and therefore better reflect the situation on the ground as they are today.

Finally, no additional new built development is proposed, therefore the proposed development would not result in any intrusion into or harm to the character of the wider rural landscape.

Having regard to the above, the principle of development is acceptable.

Design

No new built development is proposed, with all operational activity to remain within the existing buildings and existing external hard surfaced areas. Having regard to this, the proposed development would accord with the industrial character of the area and as such complies with policies PS2 and GDP1 of the UDP.

Impact on Neighbouring Amenity

The application is accompanied by a Noise Statement. This concludes that the proposed change of use would not give rise to an adverse noise impact. It also notes that this development represents a significant reduction in noise potential compared to the lawful fallback, i.e the previous use of the site as dairy.

With regards to impact on the nearest residential dwelling, the Noise Statement notes that -

- The closest dwellings are already screened by an existing 3m acoustic barrier fence installed by the former dairy operator, which remains in place and effective.
- The proposed operations would be materially quieter that the previous dairy use, as no external chillers, compressors, or 24 hour process noise will occur.

The Noise Statement advises that normal working hours would be be 08:00 - 17:00 Monday to Friday, with the occasional out of hours loading of deliveries where necessary to meet logistical requirements. This is in contrast to the previous dairy, which was permitted to operate 24 hours a day. All fabrication and cutting of timber would take place within enclosed factory buildings. There would also be no external compressors or extract fans. No high noise mechanical plant is proposed to be installed externally. External activity would be limited to the use of forklifts and HGVs. The roller shutter doors to the north elevation of the building would be opened during loading operations but otherwise kept closed to conserve heat and minimise external noise.

The Noise Statement sets out a number of noise mitigation measures, including:

- Keeping roller shutter doors closed when not actively loading/unloading.
- Restrict noisy operations to normal daytime hours wherever practicable.
- Maintain and retain the existing acoustic boundary fencing installed by Tomlinson’s Dairy.

The Councils Public Protection Officer considered the above measures to be acceptable and recommends they be secured by planning condition.

Having regard to the above, subject a planning condition to secure the implementation of a noise management and mitigation scheme, the proposed development is unlikely to have an unacceptable impact upon the living conditions of occupiers of nearby residential properties. It therefore accords with policy GDP1

Highway Considerations

Primary access to the site is to be via the Five Crosses Estate Road, linking to the A525 Ruthin Road. This is the primary access point and only access for HGV entrance and exit. There is also an access at the rear of the site rear onto Gwernygaseg Road. The agent has confirmed that this access will remain gated and restricted to staff and visitor cars and light vans, with no HGVs permitted. This could be secured by a suitably worded condition.

The applicant is accompanied by a Transport Statement and a Technical Note dealing with traffic considerations. The details submitted compared the traffic generated by the former dairy use compared to the traffic likely to be generated by the proposed use. Historic data has been used from 2014 when the dairy was in operation. In 2014, daily movements include 88 ordinary goods vehicles and movements and over 270 car and light goods vehicle movements per day. Based on the applicant's current and projected staff numbers, shift patterns, existing in house goods vehicle fleet and deliveries, the proposed development is likely to generate 80-100 vehicular movements per day, consisting of 10-15 ordinary goods vehicles and 80 car and lights goods vehicles.

On the basis of the information submitted the proposed development would generate significates less traffic than the previous (and still lawful) dairy use , both in terms of total vehicles movements and operational movements of goods vehicles. The proposed development would therefore not have an adverse impact upon the safe operation of the local highway network.

The submitted plans indicate that there are 3 separate car parking areas within the site that have the capacity to accommodate up to 176 vehicles. The proposed development would involve internal alterations to remove mezzanine and first floor space. Based on the proposed gross floor space. The LPGN16 maximum parking provision for the proposed development would 153 spaces. The existing parking areas are therefore large enough to provide a sufficient number of parking spaces in accordance with LPGN16.

The Highway Officer has recommended a condition be imposed to require the implementation of a Car Parking Management Plan. However, Circular 016/2014: The Use of Planning Conditions for Development Management advises that planning conditions should only be imposed where they are necessary, i.e that planning permission would have to be refused if the condition were not imposed. Given that there is sufficient space within the site for staff and visitor parking, this is not the case. The condition is therefore unnecessary.

In accordance with LPGN16, 14 cycle parking spaces would be required. The submitted plans confirm an intention to provide a covered cycle parking area. Full details of this could be secured by a suitably worded condition.

There is an established hard surfaced areas for goods vehicles to parking, load/unload and turn within the site.

The Highway Officer has recommended planning conditions be imposed to require the following:

- A Construction Traffic Management Plan
- A Travel Plan.

No large-scale construction is proposed at the site, although, as noted above, internal alterations are proposed to remove existing upper floor space. The extensive hard surfaced areas within the site are large enough for vehicles visiting the site in conjunction with the conversion works to park, load/unload and

turn within the site. As such, a condition to require a Construction Traffic Management Plan would be unnecessary.

With regards to a Travel Plan, the proposed development would re-use an existing large scale employment site. As discussed above, the proposed development is likely to result in a significant reduction if vehicular traffic to/from the site. The site is well located for any staff members who would want to travel to/from the site non-car means, particularly and employees who live in Minera or Coedpoeth. Having regard to this, and in the absence of any evidence to suggest the development would give rise to significant parking or other highway safe concerns, a condition to require a Travel Plan would not meet the test set out in Circular 016/2014 of being necessary.

Having regard to the above, the proposed development would not give rise to highway safety concerns and therefore accords with policy GDP1.

Natural Environment

Planning Policy Wales (PPW12) requires that a Green Infrastructure Statement is required on all developments. It should show that development has a net benefit to biodiversity and green infrastructure. This information is not appropriate to seek 'retrospectively' by way of a condition and must be provided as part of the planning application process. It should describe how the green infrastructure of a site has been incorporated into the development proposal.

PPW12 requires development to provide a net benefit for biodiversity (NBB) i.e. a better outcome than if the site was left undeveloped. Failing to provide such a benefit is a valid reason for refusal. Every application regardless of size must not only mitigate any negative impacts of the development, but also have a positive benefit for biodiversity which would be in place for the lifetime of the development. Enhancements should be onsite, proportional to the size of development, tailored towards features valuable in the area or providing linking habitats GI plan.

The application is accompanied by a Green Infrastructure Statement. This demonstrates that the proposals would deliver a net benefit to biodiversity through the provision of new tree planting, wildflower meadows, bird, bat and insect boxes, hedgehog and small mammal habitats as well as ongoing management and monitoring. The implementation of these measures could be secured by a suitably worded condition.

Having regard to the above, the proposed development accords with paragraphs 6.4.5 and 6.4.42 of PPW12 and policy EC4 of the UDP.

Drainage

Surface Water

Dwr Cymru Welsh Water have recommended a condition be imposed to require that no surface water from any increase in roof area or impermeable surfaces be permitted to drain into the public sewer system. Given that no extensions to the existing buildings or hard surfaced areas are proposed, this condition does not meet the test of being necessary.

River Dee and Bala Lake Special Area of Conservation
The application site is within the catchment of the River Dee and Bala Lake Special Area of Conservation (SAC). Any proposed development that might increase the amount of nutrients such as phosphorus within a river SAC catchment could lead to damaging effects to the SAC.

When used as a diary, the site employed around 350 people. In contrast, the intended occupiers of the development, Minera Roof Trusses and Ty Eco, would together employ around 40 staff initially, rising to a maximum of approximately 60. Foul drainage system would therefore significantly reduced compared to the former dairy use

Having regard to the above, the proposed is unlikely to increase the amount of phosphorus entering the River Dee and Bala Lake catchment. It is therefore not likely to have a significant effect on the SAC. It therefore accords with policy EC6.

Conclusion
The principle of development is considered acceptable. The proposed development would also not give rise to residential amenity, highway safety or ecological concerns. It therefore accords with the relevant policies of the UDP.

Condition(s)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.

2. The development shall only be carried out in strict accordance with the details shown on the following plan(s) and document(s):
   - Location Plan (12.02.25).
   - 349-MSA-ZZ-00-DR-A-20-140 Revision P01 Proposed Ground Floor GA Plan - Full Layout (05.06.25).
   - 349-MSA-ZZ-00-DR-A-20-140 Revision P01 Proposed First Floor GA Plan - Full Layout (05.06.25).
   - 349-MSA-ZZ-00-DR-A-20-100 Revision P03 Ground Floor Demolition Plan Sheet 1 and Sheet 2 (09.04.25)
   - Site Layout Plan (Supporting Plan A, Revision v4) (09.02.2025).
   - Construction Traffic Management Plan (12.02.2025).
   - Green Infrastructure Statement (September 2025).
   - Response 2 to Highways Consultation Memo (Dated 24.11.2025).
   - Scheme of Biodiversity Enhancements - Plan (2 September 2025).

3. The development shall be carried out in strict accordance with the findings and recommendations contained within document "Scheme

of Biodiversity Enhancements (April 2025)". The mitigation, management and net gain measures hereby approved shall be fully implemented in full within 12 months of occupation of the site.

4. Prior to the first use of the any part of the site for the purposes hereby permitted, a noise management and mitigation scheme shall be implemented in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. The site shall thereafter only be used in strict accordance with the noise management scheme and all noise mitigation measures shall be retained for the lifetime of the development.

5. Prior to the first use of any part of the site for the purposes hereby permitted, measures shall be put in place to prevent vehicular access from the access onto Gwernygaseg Road and the adjoining car park showing in green and referred to as 'Parking Area for Cars & light goods vehicles (up to 100 Spaces) No HGVs Access to Gwerynygaseg Road' on drawing ‘Site Layout Plan (Supporting Plan A, Revision v4) (09.02.2025)’ to any other part of the site subject to this permission in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. The measures put in place shall thereafter be permanently retained.

6. Prior to first use of the development hereby permitted the vehicular access on Gwernygaseg Road shall provide visibility splays of 2.4 metres x 120 metres (to the north and to the south) . Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. In order to achieve this vegetation to the access on Gwernygaseg Road shall be cut back and maintained thereafter.

7. Prior to first use of the development on-site bicycle parking facilities shall be provided in strict accordance with a scheme that shall have first been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of bicycles.

Reason(s)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

2. To comply with Section 71ZA(2) of the Town and Country Planning Act, 1990.

3. In order to protect wildlife interests in accordance with Policies GDP1, PS11, EC4, EC5 and EC6 of the Wrexham Unitary Development Plan.

4. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

5. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

6. To ensure that adequate visibility is provided at the proposed point of access to the highway in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

7. To assist occupiers/users of the development to make sustainable transport choices in accordance with Policy GDP1 of the Wrexham Local Unitary Plan.

Notes

If the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system. A Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Welsh Water. Please note that the process for applying for a Discharge Consent is independent of the planning process and an application for consent may be refused even though planning permission may have already been granted.

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e., a drain which extends beyond the connecting property boundary) or via a new sewer (i.e., serves more than one property), it is now a mandatory requirement to first

enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The planning permission hereby granted does not extend any rights to carry out any works permissions required by the Water industries Act 1991. Any alterations to existing premises resulting in the creation of additional premises or merging of existing premises must also be constructed so that each is separately connected to the Company's water main and can be separately metered. Please contact our new connections team on 0800 917 2652 for further information on water and sewerage connections.

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