MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Matthew Roberts
Our Ref:	ET/DC/DB/P/2025/0880 Final	**Your Ref:**	P/2025/0880
Date:	13/05/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: FFURFIO MYNEDFA I GERBYDAU / FORMATION OF VEHICULAR ACCESS

LOCATION: LAND WEST OF THE GRANGE, PLAS BENNION ROAD, PEN-Y-CAE, WREXHAM, LL14 1TP

I refer to your consultation / email dated 05/12/2025 and amended Supporting Statement dated 18th November but received 30th April 2026 via email in respect of the above.

This application seeks to install dropped kerbs across the entrance, thus improving and formalising the existing gated access that has been present since prior to 2009 as an agricultural gated access. The access has existed in its current format, with fenced splays and a gate set back by 7.5m since before 2021. The access connects with Plas Bennion Road, a classified C-class road subject to a 30mph speed limit passing the site.

Access Location

The entrance is an existing entrance that in it's current format has been in place for at least 5years, with no recorded incidents noted in Crash Map UK within this period. The principle of this access location cannot therefore be challenged in relation to this application, only compliance with detailing acceptable to the LHA.

To enable the Local Highway Authority (LHA) to conclude its assessment of the proposal, the applicant's agent has confirmed that there is no intensification in the frequency of traffic flow as there is no alterations to the use proposed.

The agent has also confirmed the applicant only uses a car to access the entrance, suggesting the 7.5m is adequate. However, given the presence of paddocks internally, whether it is the current or future owners, there is a possibility of vehicles with trailers, cattle trucks or horse trucks using the entrance**. In the interests of highway safety, the LHA do request the applicant relocates just the gates a minimum of 10m set back from the kerbline.**

The proposed plan refers to existing compacted stone hardstanding. By lowering the kerbline, there is an increased risk of gravel overspilling onto the highway, thus creating an increased risk of

skidding, and damage to the highway. **The LHA therefore request a hardbound surfacing material for the first 5m as a minimum back from the kerbline.**

Conclusion

An amended plan should be provided highlighting the amended set back for the gate, and provision of a hardbound surface (tarmac or similar).

Should the LHA be minded to support the application in advance, the above could be controlled via an appropriately worded condition requesting a gate set back of 10m from the highway edge, and provision of a hard bound material for the first 5m minimum for the full width

The applicant is reminded of the need to coordinate with the LHA's streetworks department regarding safe completion of the works adjacent to the public highway, and append guidance notes below relating to the same.

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.