MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rowlinson
Our Ref:	ET/DC/PP/P/2026/0021	**Your Ref:**	P/2026/0021
Date:	12/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD YSGUBOR I'W DDEFNYDDIIO AR GYFER STABLAU/CYFARPAR MARCHOGAETH GAN GYNNWYS ESTYNIAD I'R YSGUBOR BRESENNOL / CHANGE OF USE OF BARN TO STABLES/EQUESTRIAN USE INCLUDING EXTENSION TO EXISTING BARN

LOCATION: THE BARN, TREVALYN, ROSSETT, WREXHAM, LL12 0BT

I refer to your consultation / email dated 23/01/2026 in respect of the above.

General

The LHA understand that the proposed development comprises the extension of an existing barn at Meadow Farm to form stables for personal / non-commercial use. It is understood that the section of barn at the northern end of the building was previously partly converted to residential use. However, it is understood that this work was carried out without a planning application / consent and planning enforcement action was implemented / imposed in 2007.

Access

The proposed development site is located on Meadow Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, the LHA estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway. Visibility can be permitted to the centreline of the road given the restricted carriageway width along this section.

There would appear to be 3 no. existing access points at the site as follows:-

Northerly Access (proposed access)

This access appears to be the main access to the site. The access is approximately 8m wide reducing to 4.7m wide at around 6m behind the edge of carriageway. The access is surfaced with unbound materials.

Visibility from the existing access is approximately 2.4 x 19m to the south measured to the centreline of the road and in excess of 2.4 x 25m to the north measured to the centreline of the road. Visibility is impeded in the southerly direction by the existing boundary wall.

If the application is supported, the LHA recommend the following access improvements:-

- Widen access to a minimum width of 4.8m.

- No gates to be erected within 10m of the highway boundary (preferably no gates).

- Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary.

- Provision of an Aco drain or similar across the access to intercept any private surface water run-off.

- Lowering of short section of wall to maximum height of 1m above the adjoining carriageway level to achieve adequate visibility in southerly direction. Proposed visibility splays to be indicated on plan.

The LHA recommend the above detail is indicated / annotated on a revised layout plan.

Central Access

The access is approximately 8m wide and surfaced with unbound materials.

Visibility from the existing access is approximately 2.4 x 10m to the north measured to the centreline of the road and in excess of 2.4 x 25m to the north measured to the centreline of the road.

If the application is supported, the LHA recommend this access is permanently closed up and reinstated as grass verge.

The LHA recommend the above detail is indicated / annotated on a revised layout plan.

Southerly Access

The access is approximately 9m wide and surfaced with unbound materials.

Visibility from the existing access is approximately 2.4 x 20m to the north measured to the centreline of the road and in excess of 2.4 x 25m to the north measured to the centreline of the road. Visibility is impeded in the southerly direction by the hedgerow.

If the application is supported, the LHA recommend this access is permanently closed up and reinstated as grass verge.

The LHA recommend the above detail is indicated / annotated on a revised layout plan.

Traffic Generation

The route to the site off the B5102 Holt-Rossett Road is typically narrow with limited passing places along both Almere Ferry Road and Meadow Lane. These lanes would not benefit from any significant increase in vehicle movements from additional development.

However, the LHA understand that the proposed stables are intended for personal use only (non-commercial). It could be considered that the previous farm buildings could have generated a given number of daily vehicle movements when it was in operation as a working farm. On this basis, if the stables are limited to personal / non-commercial use and any agricultural activity at the site ceases, then it may be considered reasonable to support the application. **Appropriate planning conditions will be required to achieve this(ie/ for personal use only).**

Parking & Turning Provision (Drg No. G101/006 Dec 2025)

Adequate parking & turning provision will be required within the curtilage of the site.

There would appear to be adequate parking provision available within the site.

The LHA recommend the applicant provides swept path details (using standard software) of a tractor / trailer and 4 x 4 vehicle plus horsebox accessing / turning / exiting the site into and from the proposed northerly access.

Conclusion

In conclusion, the LHA request the following information :-

- **Access**

  Northerly Access (proposed access)

  This access appears to be the main access to the site. The access is approximately 8m wide reducing to 4.7m wide at around 6m behind the edge of carriageway. The access is surfaced with unbound materials.

  Visibility from the existing access is approximately 2.4 x 19m to the south measured to the centreline of the road and in excess of 2.4 x 25m to the north measured to the centreline of the road. Visibility is impeded in the southerly direction by the existing boundary wall.

  If the application is supported, the LHA recommend the following access improvements:-

  - Widen access to a minimum width of 4.8m.
  - No gates to be erected within 10m of the highway boundary (preferably no gates).
  - Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary.
  - Provision of an Aco drain or similar across the access to intercept any private surface water run-off.
  - Lowering of short section of wall to maximum height of 1m above the adjoining carriageway level to achieve adequate visibility is southerly direction. Proposed visibility splays to be indicated on plan.

The LHA recommend the above detail is indicated / annotated on a revised layout plan.

Central Access

The access is approximately 8m wide and surfaced with unbound materials.

Visibility from the existing access is approximately 2.4 x 10m to the north measured to the centreline of the road and in excess of 2.4 x 25m to the north measured to the centreline of the road.

If the application is supported, the LHA recommend this access is permanently closed up and reinstated as grass verge.

The LHA recommend the above detail is indicated / annotated on a revised layout plan.

Southerly Access

The access is approximately 9m wide and surfaced with unbound materials.

Visibility from the existing access is approximately 2.4 x 20m to the north measured to the centreline of the road and in excess of 2.4 x 25m to the north measured to the centreline of the road. Visibility is impeded in the southerly direction by the hedgerow.

If the application is supported, the LHA recommend this access is permanently closed up and reinstated as grass verge.

The LHA recommend the above detail is indicated / annotated on a revised layout plan.

- **Parking & Turning Provision (Drg No. G101/006 Dec 2025)**

Adequate parking & turning provision will be required within the curtilage of the site.

There would appear to be adequate parking provision available within the site.

The LHA recommend the applicant provides the swept path details (using standard software) of a tractor / trailer and 4 x 4 vehicle plus horsebox accessing / turning / exiting the site into and from the proposed northerly access.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.