MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0916 Res(3)	**Your Ref:**	P/2025/0916
Date:	19/06/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR O DIR AMAETHYDDOL I DIR MARCHOGOL A CHODI 4 STABL, MYNEDIAD I'R TRAC A LLEOLIAD CYNHWYSYDD STORIO / CHANGE OF USE OF LAND FROM AGRICULTURAL TO EQUESTRIAN AND ERECTION OF 4 NO STABLES, TRACK ACCESS AND SITING OF A STORAGE CONTAINER

LOCATION: LAND OPPOSITE VRON FARM, LLEWELYN ROAD, VRON, TANYFRON, WREXHAM, LL11 5TW

I refer to your consultation / email dated 15/06/2026 and revised Site Plan (Drg. No. 25001-PL-101 Rev A – Dated 05-06-26) in respect of the above.

General

The proposed development comprises the change of use of land from agricultural to equestrian and erection of 4 stables, access track and siting of storage container. The proposed site will be accessed using an existing field access off Llewelyn Road. The applicant has confirmed that the proposed stables are for personal / non-commercial use only.

Access

The proposed development site is located on a narrow, rural, classified road (Llewelyn Road) which is subject to a 60mph speed limit. However, it is estimated that typical vehicle speeds along this section would be around 25mph given the geometry of the road.

Based on typical speeds of 25mph, any proposed / existing access would be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centreline of the road given the restricted carriageway width along this section.

Visibility from the existing access is adequate in the southerly direction providing a splay in excess of 2.4 x 33m measured to the centreline of the adjoining highway. This is subject to the regular maintenance of the verge / vegetation in this direction. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 7m measured to the centreline of the adjoining highway. Visibility is impeded in the northerly direction by the existing hedgerow which I assume the

applicant has no control of. The Local Highway Authority (LHA) would not be able to support any significant intensification of use at the site given the lack of adequate visibility.

The revised layout plan indicates proposed splays of 2.4 x 21.5m in both directions measured to the nearside edge of the adjoining highway. **The LHA recommends the applicant submits a suitably scaled layout plan indicating how the required splays (ie/ 2.4 x 33m measured to the centreline of the adjoining highway) will be provided from the existing / proposed access.**

The section of Llewelyn Road along this section either side of the development site is typically narrow in nature (ie/ carriageway typically less than 4.1m wide) and cannot easily accommodate the simultaneous passage of 2 vehicles and would benefit from formal passing places.

The existing / proposed access is directly next to a neighbouring field access to the south and it is assumed operates as a shared access leading up to the gates. The shared access is approximately 7m wide and unsurfaced. The existing field access (north side) is approximately 3.8m wide where it is gated with the gates being at approximately 8m behind the adjoining carriageway. The existing access slopes steeply towards the adjoining carriageway and would appear awkward to access when approaching from the north.

The LHA assume that a car plus horsebox will be used at the site. The revised layout plan (Drg. No. 25001-PL-101 Rev A) indicates the swept paths of a Land Rover plus horsebox (overall length 10.2m) accessing the site which is considered acceptable.

The existing access is relatively steep and maybe awkward to access by standard domestic vehicles. The LHA previously recommended the applicant provides the existing / proposed gradient of the access for the first 10m behind the adjoining carriageway. The revised site plan indicates a proposed access gradient of 1 in 6 for the first 10m. The proposed gradient is very steep and is double the gradient recommended to cater for mobility requirements in respect of private driveways / accesses.

If the application is supported, any proposed access would require gates to be setback a minimum distance of 10m behind the adjoining highway or greater dependent on vehicle size. The LHA recommend any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Public Footpaths

Public Footpath No.54 - Brymbo passes through the development site (shared access) and should not be interfered with. **The LHA recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.**

Parking & Turning Provision

Adequate parking and turning provision will need to be provided within the curtilage of the site in accordance with LPGN 16 requirements.

The submitted site plan indicates the provision of 2 parking spaces which is considered adequate given the site is proposed for personal use only which can be included as a planning condition. Adequate turning space for a Land Rover plus horsebox (overall length 10.2m) accessing the site has been provided which is considered acceptable.

Conclusion

In conclusion, the LHA request further details as follows:-

- **Visibility**

  The LHA recommends the applicant submits a suitably scaled layout plan indicating how the required splays will be provided from the existing / proposed access ie/ 2.4 x 33m in both directions measured to the centreline of the adjoining highway

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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical