MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rowlinson
Our Ref:	ET/DC/PP/P/2026/0452	**Your Ref:**	P/2026/0452
Date:	06/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR O AMAETHYDDOL I GEFFYLAU A CHODI LLOCHES GEFFYLAU / CHANGE OF USE OF LAND FROM AGRICULTURAL TO EQUINE AND ERECTION OF HORSE SHELTER

LOCATION: LAND SOUTH OF, DARLAND LANE, ROSSETT, WREXHAM, LL12 0EL

I refer to your consultation / email dated 22/07/2026 in respect of the above.

General

The proposed development comprises the change of use of land from agricultural to equine use and erection of horse shelter. It would appear that horses have been kept in this field over the years but without the benefit of a shelter.

Access

The proposed development site is bounded by the B5102 Rossett Road (classified) to the west, Darland Lane to the north and Narrow Lane to the east.

The field / land is served by an existing single access point on the corner / junction of Darland Lane / Narrow Lane. Both lanes are subject to a 60mph speed limit. However, the LHA would estimate typical vehicle speeds at being around 15mph given the geometry of the road in this location. Based on typical speeds of around 15mph, any proposed / existing access would require visibility splays of 2.4 x 18m in both directions measured to the centreline of the road (narrow carriageway width).

Visibility from the existing access is inadequate in both directions providing splays of 2.4 x 5m in both directions measured to the centreline of the road. Visibility is impeded on both directions by the existing hedgerow.

The existing access is 3.6m wide and gated 2.3m behind the edge of carriageway. The access sis unsurfaced and falls towards the highway.

It is assumed that any vehicular access eg/ car plus horse-box, tractor plus trailer would be via this access.

The LHA would recommend the applicant considers improving the existing access on the junction of Darland Lane / Narrow Lane as follows:-

- Lower / remove / set back any hedgerows / obstructions to visibility either side of the access to improve visibility.

- Sets back any gates a minimum distance of 10m behind the adjoining highway..

- Surfaces the access with hard bound materials for a minimum distance of 10m behind the adjoining highway.

- Installs an Aco drain or similar to intercept any private surface water run off.

If any access improvements are proposed then the LHA recommends this detail is provided on a suitably scaled layout plan.

The existing, sub-standard access (corner / junction of Darland Lane / Narrow Lane) would not benefit from any significant increase in vehicle movements. The LHA assume that any permission will include a suitable condition which limits the development to personal use / non-commercial.

The submitted Site Plan (Drg. No. 28X.A004 Rev P02) indicates 2 no. existing access points as follows:-

- Access point on the corner / junction of Darland Lane / Narrow Lane.

- Access opposite entrance to Pinfold Works Depot on B5102 Rossett Road

The LHA do not consider the suggested access off the B5102 Rossett Road to be an existing approved access. There is no dropped kerb serving the access.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided within the curtilage of the site.
The LHA recommends this detail is provided on a suitably scaled layout plan

Conclusion

In conclusion the LHA request the following information:-

- **Access (junction of Darland Lane / Narrow Lane)**

  The LHA would recommend the applicant considers improving this access as follows:-

  - Lowers / removes / sets back any hedgerows / obstructions to visibility either side of the access to improve visibility.

  - Sets back any gates a minimum distance of 10m behind the adjoining highway..

  - Surfaces the access with hard bound materials for a minimum distance of 10m behind the adjoining highway.

- Installs an Aco drain or similar to intercept any private surface water run off.

If any access improvements are proposed then the LHA recommends this detail is indicated on a suitably scaled layout plan.

- **Parking & Turning Provision**

Adequate parking & turning provision will need to be provided within the curtilage of the site.
The LHA recommends this detail is provided on a suitably scaled layout plan

Supplementary Notes

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

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