MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2026/0577	**Your Ref:**	P/2026/0577
Date:	13/10/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI MENAGE, 4 STABL A STORFA WAIR A FFURFIO TRAC / ERECTION OF MENAGE, 4 NO STABLES AND HAY STORE AND FORMATION OF TRACK

LOCATION: LAND NORTH OF, TALWRN ROAD, COEDPOETH, WREXHAM

I refer to your consultation / email dated 14/09/2026 in respect of the above.

General

The proposed development comprises the erection of a new ménage, and construction of 4 stables and a hay store. The proposed development site is accessed off Talwrn Road along a narrow unadopted track. Access to the proposed site is located approximately 350m along the track north of Talwrn Road.

Access

The proposed development site is accessed off Talwrn Road which is a classified road subject to a 20mph speed limit. Based on typical speeds of 20mph, any proposed access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access off Talwrn Road is currently inadequate in both directions providing splays of approximately 2.4 x 13m in both directions (to nearside edge). Visibility is impeded in both directions by the existing mature hedgerows either side of the access. No details of the existing or proposed splays at the existing access have been provided. **The LHA recommends the applicant provides a suitably scaled plan indicating the existing & proposed visibility splays from the existing access onto Talwrn Road.**

The existing access onto Talwrn Road is approximately 19m wide reducing to 3.3m wide at 10m behind the edge of carriageway. The existing access is surfaced with hard bound materials. The access is considered capable of accommodating a car plus horsebox sitting side by side with another car / van simultaneously clear of the adjoining highway.

The existing access also appears to be shared by a second access (gated field access) serving the field on the western side of the main access.

Traffic Generation

It is not clear from the submitted information whether the proposed menage and stables are intended for personal use and not livery or business use. **The LHA recommends the applicant clarifies this detail**. This could be included as a planning condition if the application is supported ie/ for non-commercial personal use.

The LHA recommends the applicant submits further details on the existing use of the land and the level of existing daily vehicle movements generated through the existing access onto Talwrn Road. It is understood that there are no dwellings or farms served off this access. **The LHA recommend the applicant provides details of the anticipated daily vehicle movements the proposed development will generate.**

The LHA would be unable to support any proposed development that would result in any significant increase in vehicle movement through this sub-standard access.

Parking & Turning Provision (Site Layout Plan – Drg . No LR/PD/02 – Dated 04/09/2026)

The submitted layout plan appears to indicate adequate parking & turning provision assuming the development is used for personal use only.

Conclusion

In conclusion, the LHA requests the following information:-

- **Access / Visibility**

  The LHA recommends the applicant provides a suitably scaled plan indicating the existing & proposed visibility splays from the existing access onto Talwrn Road.

- **Traffic Generation**

  It is not clear from the submitted information whether the proposed menage and stables are intended for personal use and not livery or business use. **The LHA recommends the applicant clarifies this detail**. This could be included as a planning condition if the application is supported ie/ for non-commercial personal use.

  The LHA recommends the applicant submits further details on what the existing land is used for and the level of existing daily vehicle movements generated through the existing access onto Talwrn Road. It is understood that there are no dwellings or farms served off this access. **The LHA recommend the applicant also provides details of the anticipated daily vehicle movements the proposed development will generate.**

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.



On behalf of Chief Officer, Environment & Technical