Annex VIII: Access Drainage Improvement and Erosion Mitigation

This photograph shows the previous access route which involved a very sharp angle when approaching from the south end of Llewellyn Road. We experienced considerable flooding and land erosion during January 2025, so placed gravel bags (as shown) to both improve the gradient and the drainage. The gradient improvements allow for a wider angle for turning into the access from the south end of Llewellyn Road as well as allowing vehicles to move off of the boundary of Offa's Dyke more quickly to join the rest of the access track (as shown on Annex XII Location and Block Plan). The gravel bags provide a more solid surface dressing, which should help avoid the flooding and land erosion issues previously experienced.





This image shows how the gravel bags have been placed to 'interlock', such that they are less likely to move out of place.

A thick layer of straw was applied over the gravel bags to further assist with drainage, and to provide generalised soil improvement to the area as it breaks down over time.





Seen from the north end, as in this photograph, the gradient improvement is more clearly visible. Previously, there was a considerable ‘shelf’ to the left side of the access entrance, which encouraged vehicles to progress more closely to Offa’s Dyke. We sought to ensure that vehicles would move away from the Dyke at the earliest opportunity when turning into the site, thereby minimising the impact of vehicular access to and from the site.

We brought in top soil from a local supplier (Thorncliffe Building Supplies, Wrexham) to provide the raised surface level and help further with easing the gradient, as shown here.





In this view from the southern end, the gradient improvement is more visible. There is, inevitably, still a descent into the site, but it is far smoother than before.

We dressed the whole area with the top soil, fully covering the straw layer. This photograph shows how much more flat and level the access route is now.





This photograph shows the final soil layer from the northern end.

The grid mesh was applied on top of the flat layer of soil and pegged down to hold it in place. This was then over sown with ‘gateway’ grass seed mix and we avoided driving over it for a few days to allow the seeds to begin germinating effectively.





This photograph shows the grass already beginning to grow through the mesh. At the entrance and along the access track route, we plan to use the ‘gateway’ grass seed mix which will, over time, form a strong, bonded ‘web’ of grass roots, securely holding the grid mesh and providing a stable surface for driving over. The overall aspect will eventually just be grass, which can be mown or grazed.

The remaining area of the track will simply be levelled, with strategic placement of gravel/soil bags to provide additional drainage only where required. The grid mesh will be placed over the surface where needed, and over sown with the ‘gateway’ grass seed.