Oak Court Farm

Highways Consultation Response

Application: P/2025/0584 – Siting of static caravan for use as rural worker accommodation, access track, and cycle parking area, Land adjacent to Vron Farm, Llewelyn Road, Vron, Tanyfron, Wrexham, LL11 5TW

Context: Response to Highways Consultation (Chief Officer, Environment & Technical memorandum dated 24 October 2025)

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Date: 15 December 2025

1. Traffic generation and rural worker accommodation

We can confirm that the provision of on-site rural worker accommodation will *reduce*, rather than increase, vehicular movements associated with the holding.

Three members of our household (myself and two adult sons) are directly engaged in the day-to-day operation of Oak Court Farm, including livestock welfare, horticulture, infrastructure maintenance and site security. At present, my husband undertakes full-time off-site employment to support the enterprise during its establishment phase. As the farm business develops and becomes self-supporting, the intention is that all household members will work on site, removing the need for regular commuting and associated daily vehicle trips.

In addition, the farm is being developed on a low-impact basis. Where practicable, we are transitioning to non-motorised movements within and around the holding, including horse-drawn transport for short-range local deliveries. This approach further limits traffic intensity and reduces the risk of mud or debris being carried onto the highway during wet conditions.

Accordingly, the proposal represents a net reduction in traffic compared to a scenario where workers must travel daily between an off-site residence and the holding.

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2. Surface water drainage and protection of the highway

We confirm that the access track and associated works have been designed so that no surface water from the site will discharge onto the public highway or adjoining private driveway.

Surface water is retained within the site boundary through a combination of:

- the natural southward fall of the land away from the highway
- shallow swales directing water into the field system
- permeable surface construction
- previously installed land drainage (implemented and subsequently regularised with permission)

These measures ensure that run-off is managed entirely on site, with no increase in surface water flow onto Llewelyn Road or the shared private driveway.

3. First 5 m hard-surfacing requirement and land ownership constraints

We fully understand the highway authority's requirement for the first 5 m of access to be treated in a manner that prevents gravel, mud, or debris being tracked onto the highway.

However, the short connecting strip between our access gate and the existing tarmacked private driveway lies *outside our ownership and control*, and we therefore have no legal authority to undertake permanent resurfacing or engineering works on that land.

This strip also lies within the scheduled monument area associated with Offa's Dyke, where excavation or permanent alteration would be inappropriate and potentially contrary to heritage protection controls.

The holding benefits from a legally established right of access over this connecting strip for people, vehicles and livestock, exercisable at all times. Maintaining a safe and passable gateway is therefore a practical necessity for the operation and welfare requirements of the holding.

In recognition of these constraints, and in order to achieve the underlying highway safety objective, we are undertaking an ongoing surface-laid, non-excavated remedial approach to stabilise the gateway and prevent the transfer of loose material onto the adjoining driveway and public highway.

A removable stippled metal board was initially considered as a potential mitigation measure; however, upon inspection it was immediately apparent that this option was unsuitable for the location and usage conditions, due to its limited size and inappropriate material characteristics, and would not have met the underlying highway safety objective. It was therefore not progressed.

To further enhance containment and long-term performance, and subject to the landowner's consent, we propose the installation of a gravel stabilisation grid system (or equivalent) laid directly onto the existing ground surface and infilled with well-graded aggregate. The grid confines the aggregate, prevents migration onto the adjoining private driveway and public highway, and provides a stable running surface under wet conditions. These measures reflect ongoing access maintenance necessary for safe operation of the holding, rather than the creation of a new engineered access.

While the aggregate infill itself would remain in place once compacted, the stabilisation grid avoids excavation and represents the only structural element of the treatment. This approach does not disturb underlying archaeology, satisfies highway safety objectives, and maintains a visually appropriate rural character. Light over-seeding may be used to soften the appearance of the finished surface if required.

This solution represents a proportionate and effective response to the 5 m hard-surfacing requirement within the practical constraints of land ownership and heritage designation.

4. Public Right of Way

We acknowledge the presence of a public footpath in the vicinity of the entrance and confirm that we will liaise with the Council's Public Rights of Way Officer as advised.

To clarify, new gateposts have not yet been installed. When positioned, they will be located wholly within our boundary and will not obstruct or encroach upon the public footpath. The gate will not swing over any part of the highway or footpath, and pedestrian access will remain entirely unobstructed at all times.

5. Ongoing coordination with Highways

We fully note the standard advisory requirements set out in the appendix to the memorandum and confirm our commitment to coordinating with the highway authority in advance of any works, in the event that the application is approved. We will ensure that remedial activity is managed in a manner that protects highway safety and avoids nuisance to other users.