Annex IV: Memorandum – Chief Officer, Environmental & Technical dated 23 March 2026

MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2025/0584 Response 2	**Your Ref:**	P/2025/0584
Date:	23/3/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: GOSOD CARAFÁN STATIG I'W DEFNYDDIO FEL LLETY GWEITHWYR GWLEDIG, TRAC MYNEDIAD A MAES PARCIO BEICIAU / SITING OF STATIC CARAVAN FOR USE AS RURAL WORKER ACCOMMODATION, ACCESS TRACK AND CYCLE PARKING AREA

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

We refer to your consultation / email dated 13 October 2025 in respect of the above.

This application relates to a proposal for a rural workers dwelling (static caravan), access track and cycle parking area.

The proposed access is via an existing gated access onto a tarmacked private shared driveway that connects onto Llewelyn Road, an existing access.

This response is provided further to receipt of Oak Court Farm Highways Consultation Document dated 15 December 2025. LHA previous queries are in italics below, with updated comment in bold:

It is noted that provision for rural workers accommodation represents a reduction in traffic typically, by eliminating the employee trips to and from home to work if the area of work is on the same site. **Confirmation received with supporting explanation**

Can the applicant confirm that the additional amended access will consider drainage and not increase surface water discharge onto the highway? **Details of how drainage will not discharge onto the highway has been provided.**

The first 5m should be constructed so as not to introduce gravel or mud onto the highway. Typically this involves a bound hard surface for the first 5m. **Explanation and proposal received, and the proposed new drive connects into the existing hardbound driveway.**

Approval of the Wrexham County Borough Council Public Rights of Way officer should be sought also given the presence of a footpath at the entrance. **Confirmation received that there is no impact on the PROW and that the applicant will liaise with the PROW officer.**

Conclusion:
The Local Highways Authority have no further concern nor comment relating to the above application in light of assurances and details received.



Chief Officer, Environment & Technical

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 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.