

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Stuba
Our Ref:	ET/DC/PP/P/2024/0089 Res(2)	Your Ref:	P/2024/0089
Date:	23/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

GOSOD TRAC FFERM (ÔL-WEITHREDOL) / INSTALLATION OF FARM TRACK (IN RETROSPECT)

LAND EAST OF BERTHENGRON FARM BERTHENGRON SONTLEY WREXHAM

Grid Ref: E 333745.29 N 347272.83

I refer to your consultation / email dated 14/07/2026 including submitted plans Access Design - Drg. No. SA49877-BRY-ST-PL-C-0701 & Swept Paths - Drg.No. SA49877-XX-PL-C-0702 in respect of the above.

Access

The proposed access is located on a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road. Based on speeds of 25mph any existing / proposed access would require visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway. Visibility from the recently constructed access is achievable subject to the regular maintenance of the vegetation in the highway verge.

The recently constructed access is approximately 16m wide reducing in width to 4.9m at approximately 19m behind the adjoining carriageway. The access is gated at this point.

The access is surfaced with loose bound materials which is unacceptable. The LHA recommends that an agricultural access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

The submitted plan, Access Design - Drg. No. SA49877-BRY-ST-PL-C-0701 indicates 2 options for the construction of the access. The LHA consider Option 1 – Concrete Construction to be acceptable.

The LHA request a revised plan / section standard detail through the culvert / access detailing the following:-

- **Design Levels, showing cover to pipe road construction thickness.**
- **Detail of 450mm pipe (HDPE)**

- **Pipe Invert Level.**
- **Bedding depth / material type**
- **Pipe Surround material and depths**
- **The concrete access construction, including details of reinforcement, depths, cover.**

Note: Abutting a concrete access to a bitmac road requires a clean, saw-cut vertical edge. The concrete joint will require coating with a hot bitumen tack coat. The vertical joint will require sealing with liquid bitumen for a waterproof finish.

Note: For any queries relating to the access construction, the LHA recommends the applicant contacts our Contracts & Engineering Manager on Tel: 07800 688986 / email: keith.edwards@wrexham.gov.uk.

It is understood the development will require SABs consent.

The LHA recommends the applicant contacts the WCBC SABs Section (email: SAB@wrexham.gov.uk) to discuss the proposed development including construction details of the piped ditch / depth of cover etc.

Comments from the WCBC SAB as follows:-

The WCBC SAB advises that this site requires the submission of a SAB application given the construction area of the track exceeds 100m². This will need to be made in retrospect.

The Lead Local Flood Authority (LLFA) has concerns over the lack of any ordinary watercourse consents being applied for. Consents would be required for both:-

1. The culvert under the access point adjacent to the public highway, and,
2. The crossing of Gyfeiliu Brook.

Following a recent site visit, it was observed that the culvert crossing under the access point has not been built to the standards stated in submitted plans. The diameter of the pipe is not the stated size and there is no concrete bagwork headwall on the upstream side. **This has led to the road surface washing down and blocking the pipe and needs remediating immediately.**

The LLFA has been unable to access the point where Gyfeiliu Brook passes under the track and would request that plans for this crossing are submitted when applying for ordinary watercourse consents.

The applicant will need to apply to the Council for s.184 / 171 consent in retrospect (see note) to form the access and to surface the access (adopted highway) once the submitted details are approved.

Access Design Plan - Drg. No. SA49877-BRY-ST-PL-C-0701

The submitted plan indicates a 6.5m wide access with gates setback 17m behind the edge of carriageway. The as-built access is only approximately 4.9m wide with gates setback approximately 19m behind the edge of carriageway. **The LHA recommends the applicant clarifies this anomaly and addresses the issue with revised plans.**

The submitted plan indicates the use of bullnose kerbing around the kerb radii and across the main entrance. No kerbing was visible on site. **The LHA recommends the applicant clarifies this issue.**

The submitted plan indicates the installation of a bioretention filter drain on the western side of the access. No evidence of such a feature being installed on site was visible. Further details of this feature will need to be submitted.

Culverted pipe under access – Insufficient details submitted. The pipe only appears to be 250mm in diameter whereas the submitted plan indicates a 450mm Ø HDPE culvert with concrete bagwork headwall (not present on site).

The loose granular sub-base used to construct the access has overflowed into the existing drainage ditches and is impeding the newly installed drainage pipe which is unacceptable.

The LHA recommends the above issues are addressed including the submission of suitably scaled plans.

Swept Paths Plan – Drg.No. SA49877-XX-PL-C-0702

The submitted plan indicates the swept paths of a farm tractor & hay wagon, 19.02m in length. The LHA understand that the maximum length of agricultural vehicle permitted on the highway is 18.75 metres. **The LHA recommends the applicant clarifies why a vehicle with an overall length of 19.02m has been indicated on the submitted plans and confirms that such a vehicle is actually used at the farm. Revised plans will be required addressing the above.**

The submitted plan indicates the swept paths of the above vehicle accessing a 6.5m wide access with gates setback 17m behind the edge of carriageway. The as-built access is only approximately 4.9m wide with gates setback approximately 19m behind the edge of carriageway. **The LHA recommends the applicant clarifies this anomaly and addresses the issue with revised plans.**

The submitted plan indicates the use of bullnose kerbing around the kerb radii and across the main entrance. No kerbing was visible on site. **The LHA recommends the applicant clarifies this issue.**

Traffic Generation

No details appear to have been provided in respect of anticipated daily vehicle movements the proposed development will generate through this access. **The LHA recommends that this information is provided.**

Conclusion

In conclusion, the LHA request the following information:-

- Construction Details

The LHA request a revised plan / section standard detail through the culvert / access detailing the following:-

- Design Levels, showing cover to pipe road construction thickness.
- Detail of 450mm pipe (HDPE)
- Pipe Invert Level.
- Bedding depth / material type
- Pipe Surround material and depths

- The concrete access construction, including details of reinforcement, depths, cover.

Note: Abutting a concrete access to a bitmac road requires a clean, saw-cut vertical edge. The concrete joint will require coating with a hot bitumen tack coat. The vertical joint will require sealing with liquid bitumen for a waterproof finish.

- **SAB / Ordinary Watercourse Consents**

It is understood the development will require SAB consent.

The LHA recommends the applicant contacts the WCBC SAB Section (email: SAB@wrexham.gov.uk) to discuss the proposed development including construction details of the piped ditch / depth of cover etc.

Comments from the WCBC SAB as follows:-

The WCBC SAB advises that this site requires the submission of a SAB application given the construction area of the track exceeds 100m². This will need to be made in retrospect.

The Lead Local Flood Authority (LLFA) has concerns over the lack of any ordinary watercourse consents being applied for. Consents would be required for both:-

1. The culvert under the access point adjacent to the public highway, and,
2. The crossing of Gyfeilliau Brook.

Following a recent site visit, it was observed that the culvert crossing under the access point has not been built to the standards stated in submitted plans. The diameter of the pipe is not the stated size and there is no concrete bagwork headwall on the upstream side. **This has led to the road surface washing down and blocking the pipe and needs remediating immediately.**

The LLFA has been unable to access the point where Gyfeilliau Brook passes under the track and would request that plans for this crossing are submitted when applying for ordinary watercourse consents.

- Access Design Plan - Drg. No. SA49877-BRY-ST-PL-C-0701

The submitted plan indicates a 6.5m wide access with gates setback 17m behind the edge of carriageway. The as-built access is only approximately 4.9m wide with gates setback approximately 19m behind the edge of carriageway. **The LHA recommends the applicant clarifies this anomaly and addresses the issue with revised plans.**

The submitted plan indicates the use of bullnose kerbing around the kerb radii and across the main entrance. No kerbing was visible on site. **The LHA recommends the applicant clarifies this issue.**

The submitted plan indicates the installation of a bioretention filter drain on the western side of the access. No evidence of such a feature being installed on site was visible. Further details of this feature will need to be submitted.

Culverted pipe under access – Insufficient details submitted. The pipe only appears to be 250mm in diameter whereas the submitted plan indicates a 450mm Ø HDPE culvert with concrete bagwork headwall (not present on site).

The loose granular sub-base used to construct the access has overflowed into the existing

drainage ditches and is impeding the newly installed drainage pipe which is unacceptable.

The LHA recommends the above issues are addressed including the submission of suitably scaled plans.

- Swept Paths Plan – Drg.No. SA49877-XX-PL-C-0702

The submitted plan indicates the swept paths of a farm tractor & hay wagon, 19.02m in length.

The LHA understand that the maximum length of agricultural vehicle permitted on the highway is 18.75 metres. **The LHA recommends the applicant clarifies why a vehicle with an overall length of 19.02m has been indicated on the submitted plans and confirms that such a vehicle is actually used at the farm. Revised plans will be required addressing the above.**

The submitted plan indicates the swept paths of the above vehicle accessing a 6.5m wide access with gates setback 17m behind the edge of carriageway. The as-built access is only approximately 4.9m wide with gates setback approximately 19m behind the edge of carriageway. **The LHA recommends the applicant clarifies this anomaly and addresses the issue with revised plans.**

The submitted plan indicates the use of bullnose kerbing around the kerb radii and across the main entrance. No kerbing was visible on site. **The LHA recommends the applicant clarifies this issue.**

- **Traffic Generation**

No details appear to have been provided in respect of anticipated daily vehicle movements the proposed development will generate through this access. **The LHA recommends that this information is provided.**

Supplementary Notes

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

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 / 171 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

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 asked 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 from 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