MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/MZ/P/2024/1270 Res 1	**Your Ref:**	P/2024/1270
Date:	02/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

AMRYWIO AMODAU 2 A 10 CANIATÂD CYNLLUNIO P/2015/0180 I DIWYGIO CYNLLUNIAU A CHANIATÁU MYNEDFA BRESENNOL I GAEL EI DEFNYDDIO / VARIATION OF CONDITIONS 2 AND 10 OF PLANNING PERMISSION P/2015/0180 TO AMEND PLANS AND ALLOW EXISTING ACCESS TO BE USED

PLAS FRON, CROSS LANES, WREXHAM, LL13 0TP

I refer to your consultation / email dated 24/03/2025 in respect of the above.

The proposals are for variation of conditions 2 and 10 of planning permission P/2015/0180. Condition refers to the approved plans and condition 10 refers to the approved vehicular access that was proposed and agreed as part of the planning application.

Whilst the access road may appear that it is unadopted, it is actually unclassified adopted highway, as indicated on the map below. At present the access only provides single track access and does not provide adequate passing places. The access onto the A525 has restricted visibility and the LHA would not recommend that the use of this access is intensified without improvements to the visibility and to the design of the access road to enable simultaneous access and egress.



The previously approved arrangement set out the requirements for a visibility splay of 120m in either direction from the revised access and a construction to adoptable standards on the new access road and for the revised access arrangement to be adopted by the Council for future maintenance via a Section 38 agreement. As part of the proposals a TRO was recommended to change the status of the existing access to cycle and pedestrian access only and to prohibit motor vehicle access. The access road was also proposed to have a number of passing places and a turning head installed which is felt is an essential requirement for the intensification of use of any part of the access road.

The submitted report makes reference to the TRICS database but does not provide any robust evidence of the number of trips relating to the previous use and the now, existing use. The LHA would also question why this was not raised at the time of the original application, and the LHA notes that no detailed evidence or justification was provided along these lines at the time of the original application and the proposed highway amendments were not resisted at the time of approval. The site referred to as a comparison is not seen as comparable as it is an exceptionally busy pig farm and it is noted that no further examples or evidence from comparable sites have been detailed within the submission. In the LHA's experience the level of agricultural trips quoted for the previous use appear high and the LHA stands by the previous assessments and comments provided.

The proposed alternative access arrangements suggested by the applicant do not appear to address the visibility issues from both directions onto Cross Lanes and makes no reference to the lack of passing places on the existing access road.

It is the LHA's view that the proposals are not acceptable on highway safety grounds and that the most appropriate solution is what was proposed within the extant permission. No further surveys, research, visibility splay or SUDS / drainage information has been provided to overrule or justify any amendments from the previously agreed arrangements.



On behalf of Chief Officer, Environment & Technical