Elis Roberts

From: planning
Sent: 14 April 2025 08:23
To: Elis Roberts
Subject: FW: Planning application P/2025/0300 (CHRISTMAS FARM, LLAY ROAD, CEFN Y BEDD, WREXHAM, LL12 9U

Please file as consultation response

From: Paul Bevan | Cycling UK <paul.bevan@cyclinguk.goassemble.com>
Sent: 11 April 2025 16:32
To: planning <planning@wrexham.gov.uk>
Subject: Planning application P/2025/0300 (CHRISTMAS FARM, LLAY ROAD, CEFN Y BEDD, WREXHAM, LL12 9U

Planning application P/2025/0300 (CHRISTMAS FARM, LLAY ROAD, CEFN Y BEDD, WREXHAM, LL12 9U

Dear Ms Perkins,

I write in reference to planning application P/2025/0300 (CHRISTMAS FARM, LLAY ROAD, CEFN Y BEDD, WREXHAM, LL12 9UG).

It is noted that the proposal includes a specifically designed 3m wide shared use path to allow walking, wheeling and cycling access to the site. The B5102, on which the site is located, is designated as a future Walking and Cycling route in Wrexham Council's Active Travel Network Map (Wrex-LLAY-SUP80). However this route does not yet exist and therefore the integration between the site and the proposed Active Travel route is unclear. In the future, if Wrex-LLAY-SUP080 is constructed along the south side of the B5102 then the junction would need to be reconfigured because its current design does not provide continuity across the junction towards Cefn-y-Bedd.

It is positive that the applicants have approached the design of the two crossings by reference to the Welsh Government Active Travel Act Guidance. However, the shared footway itself is noted as following Design Element DE403 (which relates to shared paths which are away from roads, such as within a park) when DE401 (Shared pedestrian and cycle track, alongside road) would be more appropriate. The key differentiator in this case being the need for a 'margin strip' between traffic and the path.

Prior to any future construction of Wrex-LLAY-SUP080, cyclists will need to access the site either by turning across the B5102 (if approaching from Cefn-y-Bedd) or by joining the new Shared Use path from Llay. To support those joining from the Llay direction, and preventing the need to stop on the carriageway to join the path at the pedestrian crossing) the Shared Use Path should have a ramp to bring cyclists from the carriageway up to the path and appropriate markings/signage on the carriage way. An example of this can be seen in Design Element DE315 (Transition between carriageway and cycle track).

Despite providing access for cyclists to the site there appears to be no provision for cycle storage when visiting the Christmas Farm. Wrexham's Local Planning Guidance sets minimum cycle parking standards although this type of development is not specifically referenced due to its unique nature. However, Wrexham's Local Planning Guidance for Parking (Note 16) for D2 would indicate that for the 100 car parking spaces provided, there should be 10 cycle spaces.

Essential cycle storage should be resolved by the provision of a number of 'Sheffield Stands' at the entrance to the units. This would ensure the application complies with Wrexham's Local Planning Guidance Note 15 (Cycling/Design of Cycle Parking Facilities) as well as Wrexham's LDP2 DM1 (Development proposals, where relevant, must: [...] Prioritise walking, cycling and public transport use ahead of travel by car) and Policy T1 (Development should in the first instance be accessible by walking and cycling, then by public transport and finally by private motor car).

It also supports the application to comply with the following Wrexham and Welsh Government planning policies:

Wrexham's LDP2:

SO4 (Promote active travel and use of public transport by locating new development in the most accessible and sustainable locations; and seek to alleviate known highway infrastructure capacity constraints on the road network within the County Borough and Ensuring new development sites are located to maximise active travel and integrate with public transport opportunities)

SO6 (including Creating accessible, permeable, connected and legible places and reduce predominantly car-based developments to encourage active travel and Locating new developments in places where people can to walk and cycle to) a range and choice of facilities)

SO10 (including Promoting sustainable patterns of development, locating homes and jobs within close proximity to each other which are accessible by active travel modes)

Policy T2: Active Travel in general and specifically the policy that new development will be supported where: Walking and cycling infrastructure is an integral part of the overall design of the scheme; and Facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking and where appropriate shower and changing facilities are provided and Measures that work to reduce the dominance and speed of vehicles affording increased priority to pedestrians and cycle movements.

**Wrexham's Active Travel Network Map **

Future Wales: Particularly Outcome 7 and Policy 12 which states Active travel must be an essential and integral component of all new developments, large and small. Planning authorities must integrate site allocations, new development and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement.

Planning Policy Wales Edition 12: particularly Section 4 including:

4.1.31 Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling.

4.1.32 Planning authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling.

4.1.33 Development plans must identify and safeguard active travel routes and networks, including those identified in the Integrated Network Maps required by the Active Travel Act, and support their delivery.

4.1.33 New development should be integrated with active travel networks and contribute to their expansion and improvement, through the inclusion of well-designed routes and facilities as part of the schemes and financial contributions to pay for off-site connections.

4.1.34 In determining planning applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling and, in doing so, maximise their contribution to the objectives of the Active Travel Act.

4.1.35 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.

The Active Travel Act (2013) and Welsh Government Statutory Guidance

The Wrexham LDP2 states under Policy T2: Active Travel, that:

*Provision of infrastructure where appropriate and justified will be secured through planning conditions, planning obligations, Community Infrastructure Levy (if adopted) and matching transport funding. Design and Access Statements, Transport Assessments and Travel plans, where required, should detail how development proposals can support Active Travel. *

Therefore I urge the council to consider planning conditions related to the installation of cycle parking, compliant with Welsh Government's Active Travel Guidance and Wrexham's own Local Planning Guidance, at the site by the applicant before commencing trading.

In addition, I would urge the council to work with the applicant to improve the design of the junction to provide safe access from the carriageway to the Shared Foot/Cycleway in line with the Active Travel Act Guidance.

Many thanks,

Paul Bevan

Local Representative of Cycling UK in the Cycle Advocacy Network

This email was sent on behalf of Cycling UK via Assemble.