

# **Planning Inspectorate Examination EN010137: Mona Offshore Wind**

**Cefn Meiriadog Community Council  
MNOW-ISP002**

**Deadline 4, 4 November 2024**

## **Submission regarding proposed use of thoroughfare known as 'The Old Lane'**

1. Cefn Meiriadog Community Council ('CMCC'/'The Council') has noted that the Applicant's Land Plan (Onshore) [Document number: MOCNS-J3303-DMC-10001 Document Reference: B5] of February 2024 includes the proposal to include within the Mona Onshore Order Limits [MO\_PRJ\_BP\_0162\_Rev11] an area of land to whose use it strongly objects.
2. The area of land in question is designated 10-187 on Drawing Title Land Plan - Onshore Sheet Number: 10, and is identified as 'Land Subject to Temporary Occupation and Use and Acquisition of Permanent Rights'.
3. It is a narrow unpaved lane running north-east to south-west from the minor road through Groesffordd Marli from near the properties Groesffordd Farm and Trebanog, and providing a link near the properties Plas Hafod and Plas Newydd to the minor road from Sinan church to Cefn and Bontnewydd.
4. The rights that the Applicant is seeking under the Mona Onshore Order Limits cover approximately a third of the lane's overall length, at its north-eastern end close to the properties Groesffordd Farm and Trebanog.
5. This lane, which is known locally as 'The Old Lane', is the subject of a longstanding Public Right of Way claim which was originated several years ago but was delayed due to Covid and other matters; which, following all due legal processes having been completed, has now been agreed by Denbighshire County Council (DCC); and which is now in its very final stage, with 'The Old Lane' to be designated a Public Bridleway by DCC.

6. For many years it was assumed within the community that 'The Old Lane' was already a public right of way, but an awareness of its history is important in understanding why this was not in fact the case. With the building of Rhuddlan Castle by Edward I in 1277, Rhuddlan became the main port for the Vale of Clwyd, and "Even in the 19th Century...the port still functioned... It had become a depot supplying coal, food stuffs, and the like to towns deeper into the Vale of Clwyd, but the principal trade was the export of grain and timber...". [Clwyd Powys Archaeological Trust Historic Settlement Survey – Denbighshire - 2014: Rhuddlan SJ 0280 7721 105808]. For the centuries when Rhuddlan was fulfilling its role as the main port for the Vale of Clwyd, 'The Old Lane' formed a portion of the route for transporting goods from Rhuddlan port to the village of Llanefydd and on to Llansannan. Being a public thoroughfare ("A road or path forming a route between two places" [Oxford Languages]) anyway, and not at any point involving crossing private land, designating it a public right of way would have been unnecessary and redundant.

7. With the advent of the railways and the development of a port at Rhyl, the ending in the second half of the 19th century of Rhuddlan's role as a port meant the lane's demise as a transport route. However, while other portions of the route are discernible here and there but have mostly disappeared, 'The Old Lane' has retained its physical characteristics as a distinct lane and thoroughfare, clearly because even after falling into disuse for the transport of goods, it was an important short-cut and walking route between the two minor roads it links.

8. More recently in the 20th and 21st centuries, it has become a well-used recreational route used by walkers, riders, runners, dog-owners and others, as well as providing a degree of access to the adjacent fields for those farming them (but see 9 below). It was on this basis, therefore, that CMCC submitted a Public Right of Way claim to DCC, supported by relevant and extensive documentation of its usage by the community. Although substantially delayed, as stated the claim has been agreed and 'The Old Lane' recognised as a public right of way.

9. It is important to point out that, regardless of its status, the lane is entirely unsuitable for use by large or heavy vehicles of the type that it is assumed that the Applicant would propose to use in accessing the cable corridor, being very narrow with high hedges. An indication of its unsuitability is the fact that access to its adjoining fields by local farmers is limited to quad bikes, and then only occasionally. The lane presents particularly muddy conditions in winter, and its use by vehicles

accessing the cable corridor would render it unusable by walkers, riders and other users from the local community.

10. It is equally important to point out that the minor road through Groesffordd Marli from which access to 'The Old Lane' must be obtained is itself highly unsuitable for large and heavy vehicles and would present severe difficulties for such vehicles and for residents living along the route.

11. For the sake of completeness it should also be pointed out that access point from the lane into the adjacent field shown on the Applicant's Land Plan is in close proximity to sites of exceptionally intense badger activity and extensive setts.

12. On the basis of the above, Cefn Meiriadog Community Council strongly objects to the inclusion of 'The Old Lane' in the Applicant's Onshore Order Limits and requests that it be excluded and that the Applicant be required to find an alternative route.

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Cefn Meiriadog Community Council

Rhuddlan was once the main port for the Vale of Clwyd. King Edward I ordered that the river Clwyd be made navigable so that ships could supply his new castle (begun 1277) at Rhuddlan.

A summary of Elizabethan ports in 1561/2 records Rhuddlan as 'a barred haven and a good Creke where is a noble Castell of ye Kings and well kept'. From the 16<sup>th</sup> century the main harbour developed downstream from the bridge, initially extending for around 100m on either bank, but later focusing on the wharfage along the eastern bank.

As a port, though, Rhuddlan continued to have its uses and the King had several vessels there in 1646, laden with corn, bacon and other provisions waiting to relieve the siege of Chester.

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