Elis Roberts

From: planning
Sent: 03 September 2024 13:44
To: Elis Roberts
Subject: FW: Planning application P/2024/1328 (LAND AT THE COACH HOUSE, LLAY ROAD, CEFN Y BEDD, WREXHAM

From: Paul Bevan | Cycling UK <paul.bevan@cyclinguk.goassemble.com>
Sent: 30 August 2024 15:22
To: planning <planning@wrexham.gov.uk>
Subject: Planning application P/2024/1328 (LAND AT THE COACH HOUSE, LLAY ROAD, CEFN Y BEDD, WREXHAM

Planning application P/2024/1328 (LAND AT THE COACH HOUSE, LLAY ROAD, CEFN Y BEDD, WREXHAM

Dear Sir/Madam

I write in reference to planning application P/2024/1328 (LAND AT THE COACH HOUSE, LLAY ROAD, CEFN Y BEDD, WREXHAM, LL12 9UG).

The proposal is for planning on an existing/operating cafe on Llay Road, Cefn Y Bedd. This location is directly along the proposed future Walking and Cycling Route Wrex-Llay-SUP080. As such it is likely that the cafe will be attractive to, and visited by, people cycling on that route or traveling to the cafe from Cefn y Bedd, or Llay, via bicycle - including via Park Road from Alyn Waters.

The design as currently outlined makes no reference to or allocation for cycle storage. Wrexham's Local Development Plan 2 (LDP2) makes specific reference to the need for developments to provide "facilities that encourage and promote Active Travel including but not limited to appropriate signing, lighting, secure and convenient cycle parking" (Policy T2) and that "Development proposals, where relevant, must: [...] Prioritise walking, cycling and public transport use ahead of travel by car)" (DM1) 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).

Furthermore, the appropriate design and location of such storage would add additional active travel benefits for the Nursery and Care Home located in the same area.

In addition to the above LDP2 policies, the provision of suitable cycle storage will support the application to be compliant 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 (i.e. Sheffield Stands), as part of the development.

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.