Ellie Jones

From: Paul Bevan | Cycling UK <paul.bevan@cyclinguk.goassemble.com>
Sent: 25 October 2024 15:19
To: planning
Subject: Planning application P/2024/1422 (ROSSETT PARK, THE GREEN, ROSSETT, WREXHAM, LL12 0DS)

Planning application P/2024/1422 (ROSSETT PARK, THE GREEN, ROSSETT, WREXHAM, LL12 0DS)

Dear Ms Holman,

I write in reference to planning application P/2024/1422 (ROSSETT PARK, THE GREEN, ROSSETT, WREXHAM, LL12 0DS).

Part of the application is to amend the site plans to add public cycle parking for 10 cycles and I wish to write in strong support of this element of the application.

The site sits along a popular and well used Active Travel route which is also noted in Wrexham County Council's Active Travel Network Map as being a future route for infrastructure and route development (Wrex-Ross-C010). The site is not only an important destination for cyclists in itself but is also in close proximity to suitable play area facilities.

The proposed use of 'Sheffield Stands' would seem to meet the level required in the Active Travel Act Guidance and he position appears to allow for accessible or non-standard cycles to be parked, although it is important that the Guidance is followed in selecting and installing the Stands in order to provide access for all types of users.

Equally, the route to the cycle parking is not clear from the site plan and other documents provided, although it would seem to be accessible from The Green road.

The facilities provided by the Rossett Community Hub are an important part of supporting Active Travel and secure cycle parking will be essential in supporting people to choose to visit the site and surrounding amenities by cycle rather than car.

The addition of cycle parking is also clearly in line with the Wrexham Local Development Plan including:

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;

DM1: (Development proposals, where relevant, must: [...] Prioritise walking, cycling and public transport use ahead of travel by car)

Policy T1 (Development should in the first instance be accessible by walking and cycling, then by public transport and finally by private motor car)

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.

As well as 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.

And Planning Policy Wales Edition 12: particularly Section 4 including:

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

As well as The Active Travel Act (2013) and Welsh Government Statutory 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.