

MEMORANDUM

From: Service Manager Environment **To:** Head of Community Well-being and Development

Our Ref: P/2018/0718 **Your Ref:** P/2018/0718

Date: 12 November 2018

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2918 4147 Land at Penybont Landfill, Pentre, Chirk
Development: Demolition of existing warehouse buildings and outline application for residential development (for up to 60 no. dwellings) with all matters reserved , but indicative provision made for pedestrian linkages, public open space, landscaping and affordable housing

The site has an existing access on to the B5605; a classified highway subject to a 50mph speed limit. Visibility at the existing access is below Welsh Government recommended standards of 2.4 m x 160m in both directions. Part 3.2 paragraph of the transport statement acknowledges that there is a shortfall in visibility from the proposed access but suggests that it is acceptable because the overall traffic generation figures will be of a similar scale to that generated by the existing site use as landfill site.

The trip generation figure for the 60 proposed dwellings is 289 in total. However the daily trip rate figure used of 4.82 is considered to be well below what we would expect for a site in such an unsustainable location; particularly given that Wrexham council have undertaken their own traffic counts on a number of roads in Wrexham and the average trip rate figure is about 7.6 daily trips per dwelling. So the likely trip generation from this development is 456 movements which we believe is significantly higher than that of its existing use.

The site does not appear to be in a particularly sustainable location. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests the following walking distances which are relevant to this planning application:

CIHT Category	Town centre (m)	Commuting / School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Although there is a primary school within the acceptable walking distance the route up the B5070 is via a 1.5m wide footpath on the opposite side of the B5070 and would require children / parents to cross over the B5070 twice to the school. It is not a particularly welcoming experience for pedestrians given the amount of traffic on the B5070 or the gradient of the footway.

There is nowhere within 2000m which would provide business or employment opportunities. Whilst the edge of Cefn Mawr village is just within a 2km distance, the footway width and gradient alongside a busy road hardly makes walking an attractive proposition.

It is accepted that the site is on a bus route linking the area to Wrexham and Chirk; however the nearest stop has no footway link on the eastern side of the B5070 meaning that it is only accessible on foot by crossing the B5070 to get to the footway and then back across the B5070 to get to the bus stop.

In conclusion I do not consider the site to be in a sustainable location.

The traffic generation figures submitted with the application are considered to be well below what would be expected for such an unsustainable location.

Even these low traffic figures produce a significantly higher level of traffic generation than that which the site has historically generated.

I recommend that the application is refused for the following reasons:

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

The development is considered to be in an unsustainable location suffering poor accessibility to local employment, education, retail and leisure facilities.



 Service Manager Environment