

MEMORANDUM

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

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

Date: 14 March 2019

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

I refer to a Technical Note received from RSK transport consultants on 22 January 2019.

The site has an existing access on to the B5605; a classified highway subject to a 50mph speed limit. The applicant has employed a reputable company to undertake a speed survey for vehicles approaching the site from the north. This revealed an 85th percentile speed of 43.4 mph. for which TAN 18 recommends visibility splays measuring 2.4 x 116m. This splay appears to be achievable from the proposed site access.

Trip generation figures are considered to be lower than I would expect for a site in a non-sustainable location. However given that adequate visibility is achievable then the actual trip rate is no longer significant as trip generation is unlikely to cause any serious detriment to highway capacity.

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 walking distance, the footway in many places is less than 1 metre wide, the gradient is approximately 1 in 5 and is alongside a busy road which 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.

The latest plans show a proposed bus stop immediately north of the site access. Forward visibility for vehicles approaching this bus stop is well below recommended standards. The proposed stop is not deemed to be in a safe location for road users in general.

Technical Advice Note 18: Transport refers to promoting housing development in locations with good access by walking and cycling to primary and secondary schools, whilst PPW refers to locating development so as to minimise the demand for travel, especially by private car. The potential routes to school are unlikely to be seen as attractive for use by parents walking with young children along the B5070 to Pentre School. In sustainability terms Pentre is extremely limited as regards services and facilities available for future occupants of the development.

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

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

Pete DeMunwate

h Service Manager Environment