



For the attention of the Inspector of Planning.

Enclosures regarding the appeal of Planning Application No.P/2015/0875
Part of dismantled railway land to the rear of Briarswood and land off Main Road,
Rhosrobin.

My fourth objection to this application.

4 envelopes containing the following photographs:-

1. Damaged to railings at Hillrise
2. Showing Road where all accidents have occurred
3. Property damage and railway line.
4. Conditions on Site C
5. Copy of headline that appeared in local newspaper.
6. Map of the area showing Sites A, B, and C

Small random traffic survey

Small snapshot of traffic taken on various dates.

Friday 17th March 2017

12.00 to 12.05pm 100 vehicles

5.35 to 5.40pm 85 vehicles

Saturday 25th March 2017

10.55 to 11.00am 103 vehicles

Monday 27th March

10.00 to 10.05am 40 vehicles

11.20 to 11.25am 68 vehicles

Tuesday 28th March

8.45 to 8.49am 63 vehicles

Monday 3rd April 20.17

4.00 to 4.05pm 102 Vehicles

5.10 to 5.16pm 153 Vehicles

Residents of Wrexham's 'forgotten village' say enough's enough 20-10-10

THERE'S A CRASH HERE EVERY WEEK



By Reg Herbert
news@eaderlive.co.uk

VILLAGERS are demanding action to stop speeding on a busy main road after two recent fatal accidents.

Retired garage owner Alf Shoemark said he had no trouble completing the petition from neighbours in Rhosrobin, Wrexham.

They want a 30mph limit on the Llay-Wrexham Road starting at Pandy corner, near the new cemetery, and extending right through Rhosrobin.

The petition was presented to Gwersyllt Community Council which decided to raise the issue with Wrexham Council's highways department.

It demands 30mph signs from Pandy Corner,

>> turn to page 2

Wrexham Leader

For the attention of the Planning Inspector.

Planning Application No.P/2015/0875

My fourth objection to this application

My name is Ann Gray and I have lived in the village of Old Rhosrobin for 59 years. Since moving here, the site in this application has supported cattle and sheep, and this year, it was very nice to see cows in the field again.

There have been three different applications for housing in the village of Old Rhosrobin and this is the second one that has gone to appeal, after being refused by Wrexham County Borough Council.

I have provided a map to show the three sites.

Site A. Land opposite St. Peters Court P/2014/0480

This went to appeal and was heard by the Inspector at a hearing in Wrexham, which I attended as a supporter of the scheme.

The appeal was rejected by the Inspector, who concluded that regarding the green barrier:-

“In this instance, it serves to prevent coalescence of the adjacent settlements of Old and New Rhosrobin and Pandy. The green barrier in proximity to the site, extends over a wide arc from the southeast to the northwest and it serves to constrain the urban villages of Old and New Rhosrobin and Pandy.

The development of the site would result in the distinction between the villages being lost and would therefore be contrary to the national and local policies that seek to prevent the coalescent of settlements”.

Site B. P/2016/0189 Land east of Tanybont.

This went through planning last month and was also refused by Wrexham County Borough Council.

Reasons for refusal include:-

1. The site lies outside the settlement limit and within a green barrier.
2. The developments will result in the coalescence of Wrexham and Old Rhosrobin and cause considerable harm to the green barrier separating Old Rhosrobin and Pandy. The development is therefore contrary to Policies PS1 and EC1 of the Wrexham unitary Development Plan

I find reason 2 interesting, as between this scheme and the nearest settlement to Wrexham, lies the Wrexham Bypass and Ty Gwyn Lane, which runs parallel to it.

Wrexham was not taken into account when permission was granted for the housing estate at Top House Farm, directly across the road from this site, which incidentally was also owned by D. S. Homes and one other. Here only the Bypass separated it from the housing estates on the other side.

Site C P/2015/0875 Part of Dismantled railway land to the rear of Briarswood and land off Main Road, Rhosrobin.

This site is the only green barrier/wedge on the west side of the road, except for a childrens' play area in Rhosddu, from Grosvenor Road in Wrexham to Rhosrobin Road in New Rhosrobin. It is a very valuable space set between the very busy Rhosddu Industrial Estate, and the houses both social and private in Old Rhosrobin and New Rhosrobin. It also has a footpath which gives breathing space. Unlike Site A which had the Wrexham Chester Railway Line (pictured from the bridge leading to Pandy village) this site has only a disused railway cutting between Old Rhosrobin and New Rhosrobin.

I have seen the development of the following sites on the left hand side of Main Road and Rhosrobin Road from the Bypass to Gwersyllt School.

- 1 Top House Farm 59 houses
 - 2 St. Peters Close
 - 3 Briarswood
 - 4 Maeshyfyrd 84 social houses
 - 5 Glanaber Large Block of Warden controlled flats
 - 6 Glanaber Close
 - 7 Chapel Mews
 - 8 The large Industrial Estate, situated between Top House Farm Estate and the houses On Main Road Old Rhosrobin.
- On the Eastern side of Main Road in Old Rhosrobin 2 more housing estates have been built, Olivet Gardens 14 and Churchlea 6.

I realise that people need homes and employment and this is the only development I have objected to.

It is my opinion that we have done enough in our small area to fulfil our obligations to both of these needs

I attended the public consultation of the LDP at Gwersyllt on 2nd March 2016 and was assured by the officials that this site was not on the plan as a candidate site and was shown the plan which did have 2 candidate sites shown along the Llay New Road.

This application shows 55 houses and it is arrant nonsense to suggest, that this is a stand alone development, as I have pointed out in my detailed Statement of Objection No.3 which Wrexham Planning Department assures me, has been passed on to you. The fact that a fence has been built on the land means nothing at all. Fences can be removed.

If this appeal is allowed, it will result in the coalescence of the villages of Old and New Rhosrobin and Gwersyllt. After phase 2 the land will no longer be viable for agricultural purposes and will be coalesced with the housing estates lining the Mold Road at Gwersyllt, across the Wrexham Birkenhead railway line.

Unlike Plan A the site is not bounded.

Both Plan A and B had the access road coming out to a roundabout.

The roundabout on Plan A was a solution to the access from Rhosrobin Road onto The Llay New Road and solved a problem.

The roundabout on Plan B was to facilitate the access from the site and also Top House Farm estate and would have had the benefit of slowing traffic into the village of Old Rhosrobin.

The access to this site will be a T junction and no matter that it will be moved back and pretty flowers beds put at the front. The Main Road in Old Rhosrobin is an accident black spot. The traffic is increasing and will be busier again when the main Wrexham Police Station moves to a new purpose built headquarters on the Llay Industrial Estate.

There were 18 accidents listed in my Objection 3, one of those occurred the day your Inspector visited site A as part of the Appeal hearing.

Since then the fence has been hit twice again in the same week, but the damage was slight, the property of Grosvenor Communication has been very badly damaged, when a vehicle crashed through a locked gate and took off the corner of the building and it had to be propped at once. Photographs enclosed.

Bollards have been completely demolished and replaced with smart new ones and there has obviously been another accident, as the glass on the road showed.

I have marked the stretch of road in red on the enclosed map from the south end of the opening to the Industrial Estate to the north ending of Churchlea. All the accidents listed happened on this one stretch of straight road fortunately, there has only been one fatality, in the accident which happened outside the Olivet Chapel.

It doesn't seem to matter to highways, but it does affect the people who live here.

In November 2005 a complaint was raised at the Gwersyllt Community Council, meeting by the local Community Councillor.

Nothing happened.

In February 2008 Mrs. Laura Davies, a business woman, sent in a petition bearing 91 signatures.

Nothing Happened.

In October 2010

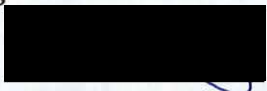
Mr A Shoemark who lives in the village, sent in a petition bearing 100 signatures, the local newspaper gave it a headline on the front page of the Wrexham Leader. Cutting enclosed.

Nothing happened.

This appeal has not been widely advertised and the local people do not know about it, so there won't be many objections. I could have got up a petition or asked neighbours to write to you with their objections. I prefer to do it on the facts, as presented in this letter and the details in my third objection statement, which should be in your possession.

I sincerely hope that the residents of Old Rhosrobin and New Rhosrobin, will be given the same opportunity and protection, that the village of Pandy has received to remain separate villages.

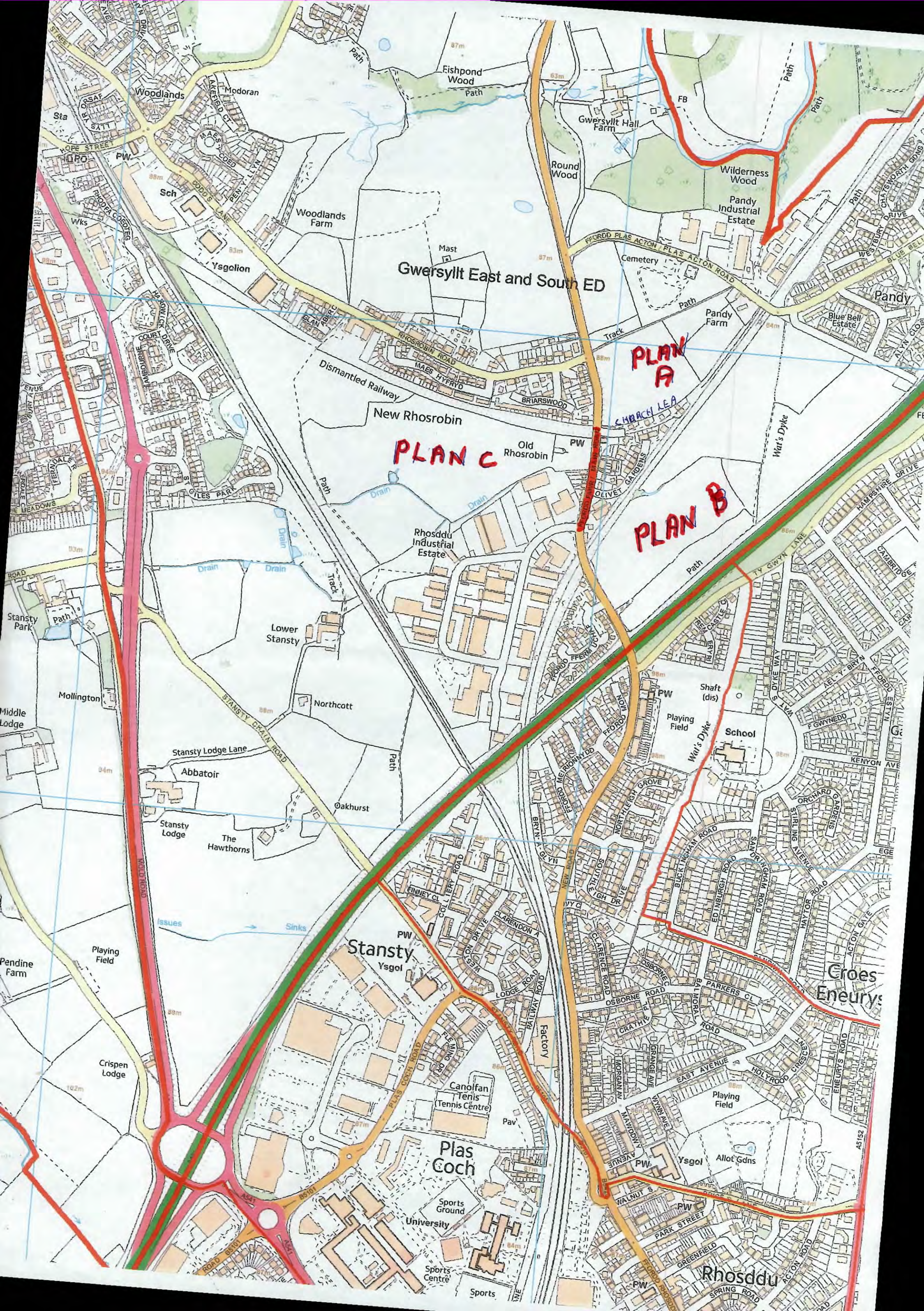
Regards



Ann Gray
9 Olivet Gardens
Old Rhosrobin
Wrexham
LL11 4RJ

TEL:





Selection
of
Photographs
showing
damage to railings from
different accidents at
same property



9-12-15

This fence was also hit.

11th September 2016

22nd October 2016



29-9-12





MON - FRI
9am Till 5pm
SAT
9am Till 3pm



WEXHAM
MOTORCYCLE
CENTER
CAFE



4-10-13



Selection
of
Photographs
Showing road where all
the accidents have taken
place - in both directions









Usual state of parking on
Main Road

There are no garages or pull-ins
on the road.

Site access on right



Just another

shot of parking

Site exit just
beyond last house

3. Select of Photographs

1. Damage to Grosvenor Communications
2. Damage to railings and replacement
Bus shelter near Olivet Chapel
(Previous shelter had been demolished)
3. Chester - Wrexham Railway Line
dividing Pandy from Site A taken
from Pandy Bridge







This is the bus stop just
below the Olvest Chapel.

After it had been hit

The previous shelter
had been completely
demolished in a previous
car smash

Across from proposed site
exit/access



Railway just below
bus shelter

will not be repaired
as no one owns it!!

Across From
proposed site exit/access



Taken from the bridge
leading to the village of
Dandy

The busy Wrexham to
Chester line

Site ~~A~~ is to the right

Selection
of
Photographs
Showing conditions
on
SITE C







1916

State of Site C



Drainage ditch
Site C



Drainage ditch
Site C



State of land site C