

The Planning Inspectorate

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PLANNING INSPECTORATE

For official use only
(Date received)

15 MAR 2015

RECEIVED IN PINS 3

COMMENTS ON CASE

Please note that comments about this case need to be made within the timetable for it. This can be found in the notification letter attached. Comments submitted after the deadline may be considered invalid and returned to sender. Your comments can also be made on-line at

www.planningportal.gov.uk.

This form will be published on the Planning Portal, please do NOT sign it. This is to ensure that all personal data is protected in line with the requirements of the Data Protection Act 1998.

DETAILS OF THE CASE

Case Reference: P 2014 0241

Address of site

LAND AT PONT ADAM CRESCENT, RUABON,
WREXHAM

Postcode
(if known)

SENDER DETAILS

Name MARIA HARVEY

Acting On Behalf Of
(leave blank if writing on
your own behalf)

LATE WRSULA HUCKLE

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?
(Neighbour, Councillor, Owner, Tenant)

OWNER

What kind of representation are you making?

YOUR COMMENTS ON THE CASE (continued)

Further to my written letter of protest for the proposal to build 49 additional dwellings on the land at Pont Adam, Ruabon, dated 21, May 2014, I wish to raise my renewed concern at the appeal to over turn the council's rejection of this proposal, by the land owners.

My concerns relate to increased traffic volume, parking issues, pedestrian safety particularly for minors walking to school, noise and light pollution for existing residents at Pont Adam, privacy to existing dwellings, the impact upon nature, and access to local government facilities. These are all noted in my initial letter of 21, May 2014.

My greatest concern is for the health and safety of school children walking to and from Ruabon Primary and Secondary schools along all routes to Pont Adam. Risk Assessment would indicate the increased risk of road accidents and the increased likelihood of death as a consequence. Access to Pont Adam is hazardous with single lane access only, a lack of pavements, blind corners, and the necessity for road calming measures (speed bumps) to slow existing traffic.

Surely without significantly improving and widening road access and considering safety for pedestrians with pavements and adequate barriers at blind bends, the local government would be accountable should an accident occur, and negligent in permitting further development at Pont Adam site.