

WREXHAM COUNTY BOROUGH COUNCIL
PLANNING COMMITTEE MEETING OF 7 MAY 2024

REPORT OF THE CHIEF OFFICER ECONOMY AND PLANNING
ADDENDUM REPORT

This report summarises information received since the Agenda was compiled including, as appropriate, suggested amendments to recommendations in the light of that information.

Pages

19 – 49

Code Number

P/2023/0280

Additional Highway Officer Comments

An addendum to the previous Highway Officer response has been provided by the Local Highway Authority, focussing specifically on mitigation works required at the A483 Gresford Interchange as a result of the proposed development.

The addendum response confirms that the Gresford Interchange is controlled by traffic signals that are not intelligent or adaptive. Instead they operate via vehicle actuation which means they can only respond to a small extent to traffic flow to extend green time up to an upper limit. Technology has moved on considerably since their installation. New systems to optimise the timings on each arm of the signals to increase efficiency are now available, systems such as SCOOT and MOVA have proved exceptionally effective. TRL/Department of Transport (DOT) trials have shown that MOVA reduces delays by an average of 13% compared to vehicle actuated systems.

The Highway Officer advises that the optimisation of the signals at Gresford Interchange is necessary to mitigate the impacts of the proposed development. The Highway Officer considers the proposed optimisation of the signals would increase capacity, reduce congestion and queuing at the interchange, and would therefore help to mitigate increased traffic levels expected to use the interchange caused by the proposed development. It is therefore requested by the Local Highway Authority that a contribution of £25,000 is provided by the Applicant to cover the costs of adding MOVA into a future traffic signals installation at this junction to make the proposed development acceptable in highways terms.

Observations

The response from the Highway Officer demonstrates that upgrade works to the signals at the Gresford Interchange are required to help mitigate traffic impacts associated with the proposed development. It has also been demonstrated that the financial contribution would be a proportional contribution to the overall cost of the signalisation works at the interchange.

The Applicant has in principle to the financial contribution.

The requirement for a commuted sum accords with Policy T1 (Criterion ii) of the Wrexham LDP.

The contribution could be secured by a Planning Obligation.

Recommendation

That Recommendation B be amended to read as follows:

That the Council enters into a Planning Obligation under Section 106 of the Town and Country Planning Act 1990 to secure:

- The long term management and maintenance of the habitat mitigation measures specified in the proposed plans;
- The payment of a commuted sum towards active travel and public transport improvements along Bryn Lane; and
- The payment of a commuted sum towards future traffic signal works at the A483 Gresford Interchange.

That the Chief Officer Economy & Planning be given delegated authority to approve the final form and content of the Planning Obligation.

Pages

50-70

Code Number

P/2023/0384

Representations

4 additional representations objecting to the application and raising the following concerns:

- Anti-social behaviour
- Litter
- Proximity to a primary school;
- Traffic congestion;
- Impact on local businesses;
- Air quality;
- Light and noise pollution;
- Vermin;
- McDonalds has a high turnover of poorly treated staff;
- This fast food chain causes obesity;
- Not good for the planet; and
- Do not need the development.

Observations

Matters of anti-social behaviour, litter and vermin relate to behaviour of users of the development, how waste is managed and how staff are treated are matters for the operators of the development. These matters are outside of the scope of planning control. The other matters are addressed in the main report.

Recommendation

Unchanged