



**Clwyd Transport
Carlton Garden Centre
Pinfold Lane
Llay**

Highway Comment

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1 Project Brief

The highway authority has raised a number of concerns in their response to the planning consultation. This report has been prepared to provide answers to those concerns.

A copy of the Highway Officer's response is included within the appendices to this report.

2 Highway Authority concerns

2.1 It should be noted that the site is remote from the highway and the majority of concerns raised are outside of the remit of both the planning and highway authorities. Some of these concerns have been previously identified by the applicant and have been addressed in other documentation forming part of the application package.

2.2 Layout.

The proposed access and parking layout is similar to that that has operated satisfactorily over the past 30 years. Operations at the garden centre have been severely curtailed (70% reduction in the size of site) and are mainly limited to the display and sale of garden sheds. Garden sheds are available on-site for display purposes but are delivered direct from the manufacturer to customer's premises; there are limited movements to or from the site. Many sales are internet/telephone purchases requiring no visit to the site. The garden centre will continue to sell a small selection of plants and garden products but this is subsidiary to the display and sale of sheds; the number of customer visiting the site has reduced significantly from previous levels.

The safe operation of the access and the remainder of the site will be addressed by the Applicant as part of their in-house safety review and operations protocol. All HGV drivers will be made aware of the access and parking arrangements.

HGV's will leave the site during the early hours of the morning many returning late evening outside of the hours when the public have access to the garden centre. A limited number of HGV's may return to the depot during the late afternoon however before reaching the site, drivers have approached through residential areas, 30mph zones and 20mph zones; the drivers will be fully aware of the movement of other drivers and pedestrians.

2.3 Flooding/Surface Water Drainage

Flooding and surface water drainage concerns fall within the remit of the SAB, who are themselves a statutory consultee of the planning process. In their reasonably positive response to the planners, SAB officers have noted that further approval from the SAB will be required prior to development. This should allay any concerns of the highway authority.

2.4 Junction

This is an existing junction serving a commercial unit; no significant alterations (lighting, drainage, signage) are proposed as part of the application. As noted by the highway officer, Pinfold Lane does not form part of the public highway but the section of road is managed by WCBC Asset Management Dept. Although provided with footways, there are no pedestrian dropped crossings anywhere within the Pinfold Lane Estate; it is suggested that the provision of additional pedestrian facilities throughout the estate should be a consideration for the Asset Management Dept and not this single applicant.

As noted within the previously submitted Highway Statement, existing visibility splays of 2.4x50m to the left on exit and 2.4x75m to the right are available; these far exceed the minimum 25m recommended by welsh Government guidance TAN18 for a road subject to a 20mph speed restriction.

The proposed security gates are identified on the submitted layout plan and will be located sufficiently clear of Pinfold Lane to ensure that a waiting HGV and trailer does not obstruct the estate road.

Maintenance of the B5102 Llay Road/Pinfold Lane junction is a direct responsibility of the Highway Authority/Asset Management Dept; the highway authority has a duty to ensure that it is maintained to a standard commensurate to its use. The details of this application propose no significant change of use of the highway and it would therefore be inappropriate to seek funding from the applicant; it is presumed that no other business user of the Industrial Estate has been requested to subsidise highway maintenance responsibilities. It is noted in the “Trip Generation” section of the officer’s response that the traffic generation from the proposed development is not considered significant in comparison to the scale of that from the estate as a whole.

2.5 Refuse Collection

There is ample opportunity within the site for the storage and collection of any commercial waste; all operations will be well clear of the highway. The submission and approval of additional details could be covered by planning condition if considered necessary.

2.6 Active Travel

There is a continuous pedestrian footway leading from the Llay road, along Pinfold Lane up to an existing pedestrian gate into the site. There is adequate space within the site suitable for the storage of cycles; submission and approval of additional details could be covered by planning condition if considered appropriate. Bus services along Llay Road are limited but Service 33 provides two services per hour throughout the day (early morning to late evening) with stops outside of The Miners Institute.

3 Conclusion

The proposed development will result in no significant impact on operation of the highway; there should be no continuing highway authority concern.

Appendices

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	tbc
Our Ref:	ET/DC/P/2024/0003	Your Ref:	P/2024/0003
Date:	28/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

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CARLTON GARDEN CENTRE PINFOLD LANE LLAY INDUSTRIAL ESTATE LLAY
Grid Ref: E 333075.17 N 356216.59

I refer to your consultation / email dated 18/01/2023 in respect of the above.

This application involves the reduction in size of an existing garden centre, Carlton Garden Centre and the creation of a haulage contractor's depot, with washing facilities and office/welfare. The latter is a proposed change of use

Layout

We are concerned at the shared entrance/access road for HGV's with parking spaces either side for cars, with pedestrian access to and from the reduced size garden centre. Pedestrians with trolleys will be walking to and from their cars, loading their boots or vans on both sides, with HGV's passing creating a health and safety risk. It would be a considerable improvement if the parking could be separate to the haulage access road.

Flooding/Surface water drainage

The local flood map highlights an existing risk of flooding to the ditch that crosses Llay Rd/B5102 creating increased sensitivity to surface water drainage proposed. As the haulage yard surfacing and washing facilities would create considerable potential for flooding if not sufficiently attenuated, we would request this be fully considered and approved by the SAB/Flood officer prior to determination or by applying a suitably worded condition to protect the public highway and neighbouring properties from flooding.

Junction

The applicant should seek the approval of Wrexham County Borough Council's assets team, led by Mr. Nick Adamson as Pinfold Lane, we believe is within Wrexham County Borough Council's Assets ownership and not the highway authority.

Consideration should be given to and details provided showing pedestrian access across the entrance and into the site.

We would suggest that the WCBC Assets team would require a layout showing visibility splays that consider the speed of vehicles monitored, drainage, tying in detail, set back of gates, illumination, signage, etc.

To cater for additional transport, the Pinfold Lane B5102 Llay Rd should be refreshed in surfacing and road markings. We attach below our Standard Guidance Notes with contact details to arrange for the necessary permits to carry this refurbishment work out.

Refuse Collection

Details should be provided for refuse collection from both facilities. Will the applicant employ a private company for this?

Active Travel

Can the applicant provide details of active travel improvements proposed, including lockable bike stores, changing/lockers, cycle/ped access to and from the nearest active travel route.

Trip Generation

Given the fact that the proposed development is on an existing industrial estate, it would be unreasonable to argue against the application on trip generation grounds when reviewing the scale of the development, proportionally with the overall estate.

Conclusion

The principle of the proposal is accepted, however we request the comments regarding the access design and flooding are considered. Further information is requested on refuse collection, active travel and we recommend consultation with WCBC Assets regarding the entrance.



On behalf of The Chief Officer, Environment & Technical