

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable for it. This can be found in the notification letter sent out by the local planning authority or the start date letter for it.

Comments submitted after the deadline may be considered invalid and returned to sender.

DETAILS OF THE CASE

Case Reference: **APP/H6955/A/13/2209711**

Address of site Land adjacent to Red Lion Public House
Marford Hill
Wrexham

Postcode

Grid Reference: Easting

335847

Northing

355240

SENDER DETAILS

Name Mr Howard Davies

Acting On Behalf Of N/A

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case? Interested Party / Person

What kind of representation are you making? Interested Party/Person Correspondence

YOUR COMMENTS ON THE CASE

Please provide your representation below.

Wrexham County Council ref: P/2012/0830 Welsh Assembly ref: H6955//13/2209711
Land adjacent to Red Lion Public House, Marford.
Objection notes from Howard Davies, 12 Chetwyn Court, Gresford, Wrexham LL12 8EG

Many of my comments mirror the observations of the Highways Agency. Their objections are, no doubt, well documented as they were a fundamental part of your decision to reject this application first time around.

My personal view is that this application poses an unavoidable hazard to public and vehicular safety for the following reasons.

1/. The A5445 road from which the site requires direct vehicular access is inadequate for both the type of delivery vehicles and volume of anticipated customer traffic. In particular;

A: Within the immediate vicinity there is a pedestrian crossing, two bus stops and an exceedingly difficult access road (Woodridge Avenue) directly opposite the site this proposed development is planned. The site area also sits at the summit of Marford Hill which further

YOUR COMMENTS ON THE CASE (Continued)

hinders visibility of traffic entering, exiting or simply using the A5445 access road at this particular point.

B: Delivery vehicles approaching from the north on the A5445 will have to circle wide onto the southbound carriageway in order to enter the car park designated for this development. This will cause a backup of vehicles in either direction and further obstruct the vision of vehicle drivers. The road already suffers from problems with all vehicle types entering and exiting Woodridge Avenue opposite. Two similar access issues directly across from one another, on narrow single carriageway road, on the brow of a hill, with bus stops either side and a pedestrian crossing is a recipe for disaster.

C: Arriva operates its Wrexham/Chester Route 1 service with a total of 10 buses per hour (5 in each direction) along the A5445 with both northbound and southbound bus stops adjacent to the site of the proposed development. In addition other local schools' bus services utilise these two bus stops and many parents drive onto, and park on, the Red Lion car park to deposit and pick up their children during peak traffic hours. Such timings would also represent busy periods for a convenience store should one be built on this site.

D: The protection and safety of children is one the Planning Inspectorate cannot take any chances with. In addition to the aforementioned bus services, all of which are used by children, the adjacent pedestrian crossing would become even more hazardous should this proposal go ahead. Not only does the crossing provide access to, and from, the bus stops, it also provides the only crossing point for children attending the Rofft Primary school which is located to the rear of the Red Lion Public House.

E: Given the size, shape, location, accessibility and current usage of The Red Lion car park its ability to service any other business, let alone a high-volume convenience store, is beyond credibility. It is already used by patrons of the Public House, by commuters who share rides or use the bus service and by parents of children who use school buses. The hazards of the location are documented above but further problems will result by vehicles being backed up trying to gain access when the car park is either full or there are delivery vehicles trying to enter, or exit, the property - or simply trying to manoeuvre within it. Unless there has been a major change to the original site plan my understanding is that several car park spaces will need to be "coned off" to allow delivery vehicles to enter the site and there is no provision for a loading bay other than within the car park itself.

In conclusion I object on the grounds of safety and common sense. The site lacks the accessibility and the size required for the demands of convenience store and the increased vehicular activity along an already dangerous road would only increase the possibilities of a fatality.