

The Planning Inspectorate

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(Date received)

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.

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:

Address of site

Postcode
(if known)

SENDER DETAILS

Name

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

ABOUT YOUR COMMENTS

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

What kind of representation are you making?

YOUR COMMENTS ON THE CASE

Please provide your representation below.

Planning Application P/2012/0830 Erection of retail unit adjacent to Red Lion Public House Marford Design

The design is an ugly utilitarian unimaginative shop with no consideration for its surroundings. It might be suitable in a shopping centre, but is out of place in a residential area.

Noise

The applicants have accepted that noise will be created by the shop, as they have included noise mitigation measures at the rear. However the properties affected are at a higher level some 3 metres above the pub car park. The delivery scheme shows at least two reversing movements per delivery with the loud reversing beepers causing a nuisance. Refrigerated delivery vans also have noisy air conditioning on the roofs. Vehicle engines and slammed doors will also add to the noise.

Highway safety

Speed

The speed at which many vehicles come up Marford Hill is close to or above the speed limit of 40 mph. Although they should slow down to 30 mph by the entrance to the car park, there have been very many reports of speeds in excess of this at the pedestrian crossing which is 100 metres the Wrexham side of the car park entrance. Records of near misses and failure to give way to pedestrians have been given to the police, the Council and to myself as local councillor. Gresford Community Council have consistently highlighted this to the police, who have made speeding on this stretch of road one of their priorities.

The road is heavily used by traffic avoiding hold ups on the A483 during commuting times when there can be 20 minute delays approaching the A55. In addition there is a regular bus service every 12 minutes during the daytime in both directions with many extra buses carrying pupils to Darland High School, Bishop Heber secondary school and St Josephs secondary school. Most of the buses are large double deckers.

Many parents bringing and collecting their children from the Rofft primary school and the Playgroup at the Community Centre use this stretch of road and some park in the Red Lion car park as the local roads are too congested.

The delivery scheme shows deliveries only from the Wrexham direction. Whatever undertakings are given or conditions imposed this cannot be enforced. When deliveries occur from the Chester direction, which is the shortest route from the dual carriageway, the delivery vehicle will have to cross the centre line into the opposite carriageway of Chester Rd in order to swing into the entrance to the car park. This manoeuvre will take place at the point where vehicles emerging from Woodlands Road have to swing into the opposite carriageway in order to proceed to Chester. The result of vehicles facing each other in the incorrect carriageway is a recipe for chaos and accidents.

YOUR COMMENTS ON THE CASE (*continued*)

The Chester Road is congested at this point with a bus layby on each side of the road entrances to Woodlands road and two private houses a change of speed limit between 30 mph and 40 mph a pedestrian crossing an approach road to the Rofft Primary School and opposite an entrance to the Marford Community Centre whose major use is by children. There is no possibility of parking safely on either side of the Chester Road on this stretch of road and the only time I have seen a vehicle stop in the carriageway is when the beer is delivered to the Red Lion.

Most people who use the bus stop on the Red Lion side of the road approach and depart along the footway across the front of the car park past the Red Lion and then turn left towards the school or cross at the pedestrian crossing. Very few approach this bus stop from the Chester direction. Dropped kerbs have been inserted to assist wheeled chairs for the disabled and children. The layby close to the proposed entrance is heavily used by pupils attending schools in Rossett and Chester.

Parking and Deliveries

The delivery scheme shows vehicles approaching from Wrexham direction only, which entails stopping in the carriageway until the road from Chester is clear. This will hold up traffic, as the road is not wide enough for any vehicle to pass on the nearside.

Once the delivery vehicle has entered the car park, it must swing sharply to the left if there is no car parked there. Then it must reverse across three parking places to the delivery point if no cars are parked there. If it is prevented from doing so it will have to block the entrance to the car park. During this delivery time no car can come to the shop or the pub and must park dangerously on the main road or possibly park on double yellow lines in Wynnstay lane on Woodlands Road.

When the delivery vehicle leaves by the exit near to the Red Lion it must manoeuvre across more parking spaces or swing into the opposite carriageway at a point where vehicles exit Woodlands Road and busses leave the bus layby on the way to Chester.

There are insufficient spaces for vehicles visiting the shop, visiting the public house and for those cars left from the previous night by prudent drivers who do not wish to drink and drive. It will be difficult to stop parents who park there while delivering and collecting children and those who park for a few hours while they take the bus to Chester or Wrexham. Restricting these cars while allowing shoppers and drinkers will be practically impossible.

The applicants have overestimated the number of shoppers who will arrive on foot. The large majority of custom will come from car and van users. The problems caused by too many car, van and lorry users accessing shops with too few parking places is very evident in Gresford at the shopping centre. It is common for larger vehicles including vans lorries and tractors to be parked on the road on half on the footway near these shops.

I hope it will be recognised that siting a retail outlet on the Red Lion car park would be dangerous and should not be supported.

Conditions

Should the appeal be allowed please include a condition providing for a physical barrier to prevent vehicles exiting from the entrance by the 30 mph sign and for signage to discourage entry near to the Red Lion.