

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: P/2020/0623 **Your Ref:** P/2020/0623
Date: 3 November 2020

TOWN AND COUNTRY PLANNING ACT 1990

**ERECTION OF FOODSTORE (USE CLASS A1), CAR PARK, ACCESS AND LANDSCAPING.
CODI STORFA FWYD (DEFNYDD O DIR A1), MAES PARCIO, MYNEDIAD A THIRLUNIO
LAND AT HOME FARM GRESFORD ROAD LLAY WREXHAM**

Grid Ref: E 333469 N 356223

Wrexham Council Highway Comments

Previous Planning Application P/2019/0525

It is noted that Wrexham Council has previously provided highway comments in relation to planning application P/2019/0525, Land at Home Farm Gresford Road, Llay. Planning application P/2019/0525 was submitted to Wrexham Council Planning by the same applicant / agent for this planning application P/2020/0623. Both applications include broadly the same detailed supporting information for the erection of a Foodstore, Car Park, Access and Landscaping.

Wrexham Council Highways Team previously raised a number of highway safety concerns associated with the proposals for planning application P/2019/0525 and therefore were unable to support the planning application until all safety issues were addressed by the applicant / agent. Wrexham Council Highways requested Road Safety Audits of the proposals to be undertaken however, none were carried out as part of planning application P/2019/0525, until after the appeal was lodged.

Planning application P/2019/0525 is currently at appeal status with the Planning Inspectorate following the non-determination of the planning application. The Safety Audit was received on 30th October and has highlighted the areas that have previously been of concern to the Highways Team.

A number of previously requested modifications by Wrexham Council Highways to P/2019/0525 were agreed by the applicant / agent however, the following matters were still to be resolved: -

- Clarification regarding the provision of footway on the northeastern extents of Gresford Road between the bus stop and the site access;
- Evidence to demonstrate that the proposed access off the Straight Mile meets standards and that there are no highway safety concerns;
- Design drawings required of all highway works with Stage 1 and Stage 2 Road Safety Audits undertaken;
- Delivery times to be agreed; and
- Agreement to Active Travel contribution through small element of route upgrade.

Current Planning Application P/2020/0623

Some of the documents and plans submitted for planning application P/2019/0525 have been resubmitted for planning application P/2020/0623, with some revisions made following discussions with Wrexham Highways and Planning Teams. There is a further revision to the highway layout drawing (486-01/GA- 11 Rev A) following the stage 1 Road Safety Audit undertaken in October 2020.

Table 1 details the documents that have been reviewed by Wrexham Highways for planning application P/2020/0623 that were also provided as part of the previous application;

Table 1: Document Register P/2020/0623

Document	Dated	Author	Submitted for P/2019/0525	Submitted and revised for P/2020/0623
Transport Assessment 486-01/TA01 REV A	No date on document	Cameron Rose Associates	Yes	Revised
Construction Management Plan	February 2019	CTM Management Ltd	Yes	No change
Technical Note 3 Designer's comments on stage 1 Road Safety Audit	October 2020	Cameron Rose Associates	No	New to P/2020/0623
Proposed Site Plan	September 2020	The Harris Partnership Architects	Yes	Revised (date on doc)
Proposed Fence Sections	September 2020	The Harris Partnership Architects	Yes	Revised (date on doc)
Proposed Elevations	October 2020	The Harris Partnership Architects	Yes	Revised (date on doc)
Proposed Site Plan	October 2020	The Harris Partnership Architects	Yes	Revised (date on doc)

Source: Wrexham Planning Portal

Highway Layout

It is noted that the highway drawings provided as part of planning application P/2020/0623 are at preliminary stage. Since the drawings are preliminary there is not enough detail for Wrexham Council Highways Team to be fully satisfied that there will be no highway safety issues or construction issues associated with the proposed highway amendments.

Therefore, a number of planning conditions are included within this technical note that will be required for the Highway Authority approval prior to construction of the proposed development.

A Road Safety Audit (RSA) Stage 1 of the proposed highway layout has been undertaken as part of planning application P/2020/0623. It is important to note that the remit of a RSA is not to check drawings against standards. It is also important to note that Road Safety Audits are subjective therefore, if a particular safety issue has not been identified by the Road Safety Audit Team it is not to say it is not a safety concern to Wrexham Highways. Wrexham Council Highways has responsibility to check that the Audit Team undertaking the Road Safety Audit is fully qualified to undertake audits. From the Audit Team CV's provided it seems that neither Audit Team Member has a Certificate of Competency required to undertake audits in accordance with DMRB GG119. Wrexham Council Highways request clarification is sought from the Audit Team.

Trip Generation and Trip Distribution

Detailed reviews of the proposed Trip Generation and Trip Distribution associated with the proposed development were undertaken by Wrexham Council Highways Team as part of planning application P/2019/0525. Wrexham Council Highways Team accepted the trip generation and trip distribution estimates for planning application P/2019/0525. The trip estimates do not appear to have changed for the planning application P/2020/0623, so no further checks in relation to trip estimation has been carried out.

Junction Capacity Assessments

A detailed review of the Junction Capacity Assessment for the Straight Mile / Gresford Road junction (Crossroads junction) was undertaken by Wrexham Council Highways as part of planning application P/2019/0525. Following discussions with the applicant further modelling iterations were carried out. Based on the further modelling assessments mitigation measures were agreed as follows;

- Extend the flare length on Straight Mile from 7.0 pcu to 10.4 pcu (i.e. From around 40m to 60m); and
- Amend the order that the stages are called within each cycle to minimise lost intergreen time, saving 6s per cycle (when Chapel Lane is not called).

The above mitigation measures must be included for planning application P/2020/0623 to be considered further

The TA submitted for planning application P/2020/0623 should be revised to include the modelling scenarios and results agreed by Wrexham Council Highways Team, dated June 2020.

Lane Extension Straight Mile

The proposed lane extension on Straight Mile is indicated by an annotation on Drawing 486-01/GA- 11 Rev A. The lane extension should be drawn on Drawing 486-01/GA- 11 Rev

A for approval. The drawing should also be amended to include the relocation of the existing uncontrolled pedestrian crossing, currently also indicated by an annotation on the plan.

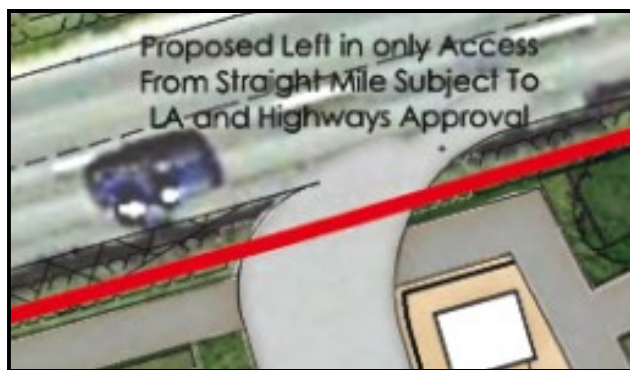
It is noted that the introduction of the left turn lane requires land take on the Straight Mile that would have previously acted as a buffer between the carriageway and the development site internal footway. The speed limit along the Straight Mile will be 40mph therefore, it is suggested the applicant amends the footprint of the internal footway, where possible, to provide a buffered space between the footway and the carriageway. Providing a buffer will improve the safety of pedestrians using the internal path to access the development site.

Access off Straight Mile

A left-turn only vehicle entrance is proposed on the Straight Mile. The proposed vehicle entrance appears to be of a non-standard geometry and there are concerns regarding how such an arrangement will be constructed. Since the highway layout drawing (Drawing 486-01/GA- 11 Rev A) provided is preliminary there is not enough information for Wrexham Council Highways Team to be satisfied that the proposed left-turn only entrance is appropriate and safe, illustrated in Figure 1 below.

The proposed kerb alignment on the western side of the proposed access could be a hazard and could be hit by turning vehicles. The applicant / agent is required to demonstrate that the access is suitable by evidencing the design standards used to design the proposed left-turn only entrance. The geometric layout of new accesses on existing roads should be designed in accordance with current design standards and should be related to the design speed of the major road and the size of the vehicles using the access. The applicant / agent should therefore also provide vehicle tracking to demonstrate that larger vehicles can access the site from the Straight Mile, since it appears no vehicle type restrictions are proposed.

Figure 1 Extract of Drawing 486-01/GA- 11 Rev A – Left-turn only entrance Straight Mile



Drawing 486-01/GA- 11 illustrates vegetation either side of the proposed left-turn only entrance. Clear visibility of the site entrance on the Straight Mile is required to reduce the likelihood of shunt type collisions occurring should visibility be obstructed causing motorists to break late to turn into development site. Furthermore, intervisibility of pedestrians and vehicles within the development site must be achieved from the Straight Mile. The applicant / agent should provide evidence that intervisibility can be achieved and maintained, across third party land.

A non-primary route direction sign with 'Superstore' is proposed on the Straight Mile in advance of the proposed left-turn only entrance from the Straight Mile. This will help to mitigate against motorists breaking late on the approach to the left-turn only entrance. Since the Straight Mile is to be operating at a posted speed limit of 40mph an advanced

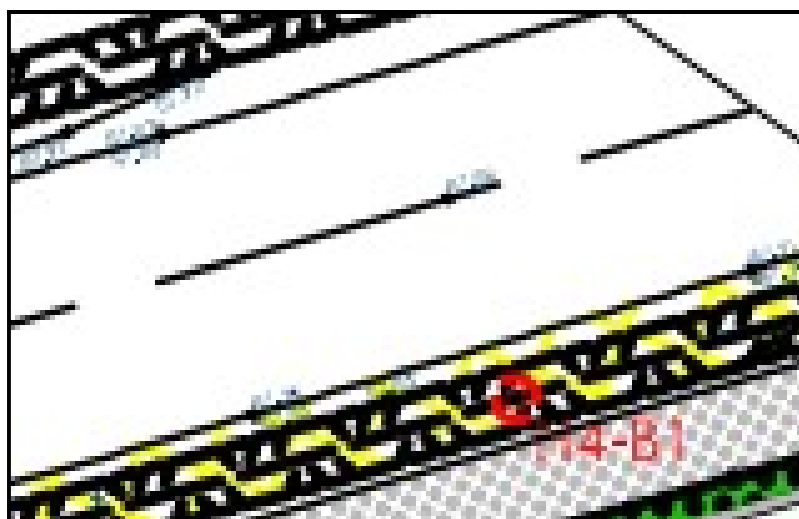
direction sign will also be required. Locations and distances of the direction signs must conform to current sign design standards.

The Road Safety Audit (RSA) stage 1 identified a problem in relation to right turns or hazardous U-turn manoeuvres on the Straight Mile associated with the left-turn only access off the Straight Mile. The designer has accepted the problem identified and amended Drawing 485-01/GA-11 (now Rev A) to include additional route direction signs. Wrexham Council Highways Team feels that a 'No-right turn' sign is required on the Straight Mile to indicate to motorists travelling eastbound on the Straight Mile that the entrance is a left-turn only lane in order to mitigate against right turns and hazardous U-turn manoeuvres. Alternatively, in order to highlight to users that the access point is a left-turn only entrance the introduction of flexible-bollards adjacent to the entrance could be considered on the Straight Mile.

It should also be made clear to motorists within the car park of the development site that the access is an entry only access therefore, signs are required such as 'No-entry' signs either side of the access. Internal signs or road markings to direct motorists to the site exit and away from this entrance will be also be beneficial.

The stage 1 RSA identified a potential for conflict at the proposed site entrance off the Straight Mile due to the car park being very close to the access. The audit team recommended that the internal layout of the car park is amended so turning traffic does not have to give-way to internally circulating car park traffic. The designer has accepted the problem and amended Drawing 485-01/GA-11 (now Rev A) to show priority amendments within the car park, by the addition of a give-way road marking (Figure 2). Wrexham Council Highways Team feel that it would be beneficial to make the section of car park close to the entry point a dead end in order to ensure vehicles do not circulate the carpark in the direction of vehicles entering the site. This could be reviewed on site following construction.

Figure 2 Extract of Drawing 486-01/GA- 11 Rev A – Internal carpark layout at left-turn only access



Street lighting

Proposals do not include any street lighting details. A request is made that Wrexham Council Planning confirm whether street lighting is proposed on the Straight Mile either associated with the adjacent development at Home Farm (P/2014/0905) or planning

application P/2020/0623. Since the development site is adjacent to the Straight Mile and a site access is proposed adequate street lighting along Straight Mile is required.

Gresford Road – Northeastern extents

It is not known what the area on the north-eastern extents of Gresford Road either side of the proposed site access will be. The drawing illustrates a solid kerb line with hedging set back a distance from the kerb line. Drawing 486-01/GA- 11 does not contain a key and this section of highway is not annotated to explain what this section will be. Figure 3 provides an extract of Drawing 486-01/GA- 11 Rev A.

Figure 3 Extract of Drawing 486-01/GA- 11 Rev A Gresford Road northeastern extents



Should the area on the north-eastern extents be accessible by pedestrians it must be appropriately constructed so that it is safe for pedestrian use. The applicant / agent should clarify what is proposed for this section of land on the north-eastern extents of Gresford Road as it is either side of the proposed site access. Drawings should be amended and submitted as part of the planning application process for approval.

The tactile paving associated with the proposed uncontrolled crossing, east of the site access, is not clear on the drawing and this should also be amended on the drawings for approval.

As part of planning application P/2019/0525 Wrexham Council Highways Team suggested that the area on the north-eastern extents of Gresford Road should be made into a footway either side of the site access in order to provide good pedestrian connectivity to the proposed bus stop and the development. The applicant's agent informed the Highways Team it is not possible to provide a footway along the north-eastern extents of Gresford Road due to Tree Preservation Order's protecting a number of trees along Gresford Road. As such an internal footway link within the development land is to be provided to access to the bus stop. Visibility of the internal footway link from Gresford Road should be kept clear so pedestrians are aware there is a means of accessing the bus stop other than walking in the live carriageway. Drawing 486-01/GA- 11 Rev A indicates that the internal footway link

to the bus stop will be a 'no-dig basis'. The applicant should clarify what materials / construction method is proposed. The internal footway link is required to be designed and built to standards that are appropriate for use by pedestrians, particularly those with mobility impairments, with wheelchairs or pushchairs.

Proposed Bus Stop Location

The location of the bus stop on Gresford Road is accepted by Wrexham Council. The applicant / agent should confirm consultation with bus operators has been undertaken.

Service Yard and Delivery Arrangements

It is proposed that service vehicles will access the service yard via the customer entrance / exit off Gresford Road. A swept path of HGV movements has been provided and is accepted.

In order to minimise potential conflict of users to the site delivery times should be restricted to those outside of store opening hours. The applicant should confirm what the store opening hours will be and confirm what delivery time restrictions will be set in place around this.

It may also be beneficial to include a 'keep clear' road marking across the service yard entrance (within the development land) to ensure motorists leaving the site do not block the service yard entrance which could lead to delivery vehicles blocking Gresford Road / the site entrance.

Zebra Crossing

The location of the proposed zebra crossing has been agreed and the visibility splay accepted. Continued maintenance of vegetation on Gresford Road will be required to ensure visibility to the crossing and visibility for pedestrians is maintained.

The Road Safety Audit stage 1 identified a problem associated with an in-line footway link to the proposed zebra crossing. It was recommended by the Audit Team to introduce a stagger between the zebra crossing and the footway link, which has been accepted by the designer and annotated in Drawing 485-01/GA- 11 Rev A.

Active Travel

Wrexham Council Highways has a duty to advise where appropriate on circumstances where any new development in Wrexham can positively contribute to Active Travel in Wales (Active Travel Act Wales 2013).

Nant y Gaer Woods has been identified as a potential route that pedestrians and cyclists may use to access the development site as a shorter route to other options. Wrexham Council Highways understands that although Nant y Gaer Woods is not listed as an Active Travel route at present it is proposed to be a route in the future and therefore feels a small contribution could be made for some improvements to the route, such as vegetation clearance.

Summary of Outstanding Matters

- Highway layout drawings are preliminary only and therefore are not in enough detail for Wrexham Highways to be satisfied that there are no safety concerns;
- Road Safety Audit stage 1 undertaken on preliminary drawings. Further stage 2 and stage 3 audits required;
- Mitigation measures to be revised to include:
 - Extend the flare length on Straight Mile from 7.0 pcu to 10.4 pcu (i.e. From around 40m to 60m); and
 - Amend the order that the stages are called within each cycle to minimise lost intergreen time, saving 6s per cycle (when Chapel Lane is not called).
- Further supporting information is required to satisfy concerns regarding design of access at Straight Mile;
- Confirmation required regarding street lighting provision at Straight Mile;
- Confirmation required regarding pavement details on the northeastern extents of Gresford Road;
- Confirmation regarding consultation with bus operators; and
- Confirmation regarding delivery times.

CONDITIONS

HIGHWAY

No part of the development shall commence until a detailed highway scheme for the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) *Detailed layout, design, drainage, lighting and construction of all highway works associated with the Straight Mile including left-turn only access and associated signing and the extension to left turn lane at Crossroads junction*
- 2) *Cross Roads Junction Assessment Mitigation measures to be revised to include:*
 - *Extend the flare length on Straight Mile from 7.0 pcu to 10.4 pcu (i.e. From around 40m to 60m); and*
 - *Amend the order that the stages are called within each cycle to minimise lost intergreen time, saving 6s per cycle (when Chapel Lane is not called)*
 -
- 3) *Detailed layout, design, drainage, lighting and construction of zebra crossing on Gresford Road*
- 4) *Details of a new bus stop, hard standing on Gresford Road including raised bus stop kerbs, yellow bus stop box marking and on street signs (note Welsh over English)*

- 5) *Pavement details on the northeastern extents of Gresford Road to be approved*
- 6) *Detailed layout, design, drainage, lighting and construction of the main access and 2m footway with dropped crossing points along Gresford Road, east of proposed Aldi access*
- 7) *Detailed layout, design and construction of dropped crossing points at Llay Road and the Straight Mile*
- 8) *Details of proposed Keep Clear road markings (note Welsh over English) along the B5373 Gresford Road and the B5102 Llay Road*
- 9) *Details of the proposed Advanced direction signs (Including details of all sign and sign locations and post foundations on the public highway)*

SAFETY AUDITS

- 10) *No part of the development shall commence until a Stage 2 – Independent Safety Audit has been submitted for the proposed scheme and approved in writing by the Local Planning Authority. It will be the responsibility of the applicant to address any safety concerns and implement the required mitigation prior to construction.*
- 11) *A Stage 3 Independent Safety Audit shall be submitted for approval post construction. It will be the responsibility of the applicant to address any safety concerns, and implement the required mitigation, that may arise from the Stage 3 RSA.*
- 12) *CV's of the Road Safety Team undertaking the stage 2 and stage 3 Audits and the Audit brief must be provided and approval by the Highway Authority in advance of the Safety Audits being completed.*
- 13) *It is the responsibility of the applicant / agent to provide a Designer's response to all road safety audits undertaken and to submit these to Wrexham Council Highways for approval.*

OTHER

- 14) *Condition in relation S278 in place for all works on highway*
- 15) *Condition in relation to S38 in place for internal layout works to be adopted*
- 16) *Condition in place for delivery times (outside of store opening times)*
- 17) *Continued maintenance of vegetation on Gresford Road to ensure visibility for pedestrians is maintained*
- 18) *Intervisibility of pedestrians and vehicles to be maintained at the Straight Mile site access*
- 19) *Visibility of the internal footway link from Gresford Road to be maintained*

Note to Applicant:

The progression of this application from a highway's perspective has been impacted by the current COVID 19 situation. Any further site visits associated with this application will be dependent on Government rules.

A handwritten signature in black ink, appearing to be 'R. H. M.', written on a light blue background.

Chief Officer, Environment & Technical