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Our ref: 486-01/IJM-PD

Your ref:

17th December 2019

Dear Mr Douthwaite

Application Reference P/19/0525 – Erection of Aldi Foodstore - Gresford Road, Llay

I refer to your comments pertaining to matters presented in the application reference P/19/0525 dated 24th October.

We have waited until such time as Wrexham Council have reached an agreement with the house builders in respect of the Crown Crossroads junction design before responding. We are advised by Anwyl Homes that this agreement has now been reached; accordingly, Curtins have forwarded to us the memorandum dated 25th October 2019 and the associated junction design 065665-CUR-ZZ-XX-DR-D-9562-C02 which illustrates that the staging of the junction has been separated out into single stages. Curtins have also provided us with the associated LINSIG model from which we have analysed the proposed Aldi development.

This response is therefore set out based on the above context.

Operational Performance of Crown Crossroads

It is accepted that our original planning application submission and response dated 7th October 2019 has been superseded by way of the changes to the junction agreed between Curtins and Wrexham Council since the submission was made.

As part of the Home Farm application, physical improvements and installation of MOVA was proposed as mitigation for the junction. A Technical Note submitted by Curtins dated 18 October 2019, included a summary of the model outputs based on the revised staging arrangement. It is understood that these have been accepted by the local highway authority.

The Technical Note references research on MOVA, which was submitted as part of the original Inquiry. This research indicated improvement on junction throughput as a result of the introduction of MOVA in the range of 8% to 13%. The conservative 8% figure is presented below for the Aldi impact analysis.

It should be noted that the LINSIG models produced by Curtins do not represent the latest S278 plans, as the widening work proposed on the B5102 Straight Mile, are not modelled in their entirety i.e. the flare length modelled by Curtins does not reflect the length of flare proposed within the S278 drawings.

In order to accommodate traffic flows associated with the proposed Aldi store and to demonstrate nil detriment on the operation of the local highway network, CRA have increase the flare length on the B5102 Straight Mile to seven pcus.

The results of the LINSIG assessments are detailed below and included as an Appendix to this letter to allow further analysis. For ease of comparison the degree of saturation and associated queues accepted in the Curtins Technical Note dated 18 October 2019 are presented alongside the 'with Aldi' development scenario.

Table 1: Crown Crossroads – LINSIG Results – MOVA Benefit 8%

Arm	AM Peak				PM Peak			
	Curtins Technical Note		CRA 'With Aldi'		Curtins Technical Note		CRA 'With Aldi'	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
B5102 Straight Mile	98.8%	17	98.1%	16	83.9%	7	89.1%	9
B5373 Gresford Road	98.1%	19	97.2%	19	83.2%	9	89.9%	16
Llay Road	99.1%	32	98.7%	32	84.7%	16	90.1%	20
Rackery Lane	100.4%	26	98.8%	22	84.4%	10	90.5%	14
Chapel Lane	66.6%	4	66.9%	4	27.9%	1	33.0%	2

*Source: Table 3 Curtins Technical Note 18 October 2019

It is evident from Table 1, that the predicted queues during the AM peak for the 'CRA With Development' scenario compared to the Curtins assessment demonstrate that the proposed Aldi foodstore will not have a material impact on the operational performance of the junction. During the PM peak the junction will continue to operate within capacity with the addition of the Aldi development traffic.

It should also be noted that even with the addition of the Aldi development traffic the Curtins submitted mitigation for the Crown Crossroads will offer significant improvements over the no mitigation scenario in terms of safety, conflict resolution and capacity.

Active Travel Act

Active Travel (Wales) Act

The Active Travel (Wales) Act 2013 is an Act of the National Assembly for Wales to make provision for supporting active travel across Wales, with Welsh Ministers and local authorities to take reasonable steps to enhance the provision made for and to have regard to the needs of, walkers and cyclists.

Local authorities should take reasonable steps to enhance the provision made for walkers and cyclists, promote active travel journeys, and secure new active travel routes and related facilities and improvements to existing ones where possible. The proposed development will be focussed around supporting active travel accessibility.

Following a public consultation in 2015 on Wrexham's Draft Existing Route Maps (ERM), amendments were made as a result of the responses received and the revised ERM was submitted to Welsh Ministers in January 2016 for approval. There are 14 maps covering each of the designated settlements in Wrexham which make up Wrexham's Existing Route Map.

The Existing Route Maps will be of use for people who wish to plan their walking and cycling journeys and it will be used as a measure over time to demonstrate the development of the Active Travel network across the County Borough.

Through this process Wrexham have identified the following routes for short/medium term improvements:

- Wrex-Llay-P010 - Route Improvement between Gresford Road and Park Community Primary School. The works included improved footways and shared-use route to and around school
- Wrex-Llay-C020 – Route Improvement between B5102 Llay Road and the Industrial Estate. The works included new shared-use route to Industrial Estate

Active Travel Routes

As can be seen from Figure 1, the site benefit from a well-connected network of walking routes provided by a number of footpaths across the local area, and good connectivity by footways provided adjacent to the highway. This provides direct access to a wider number of residential properties in the local area and makes walking or cycling to the development readily available. A suitable level of street lighting is present throughout the area.

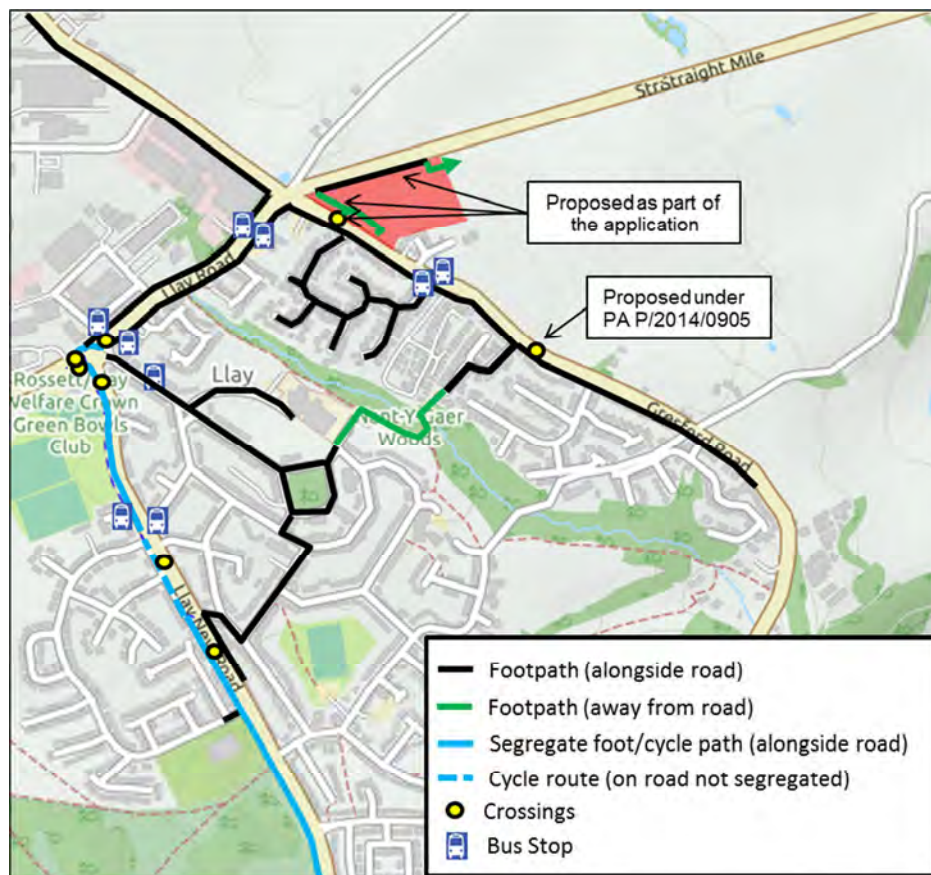


Figure 1 – Active Travel Routes to the Site

Pedestrian refuges are provided on Gresford Road and the B5102 (w), at the Crown Crossroads. In addition to the existing pedestrian crossing facilities provided at the Crown Crossroads, planning application P/2014/0905 also includes the provision a controlled crossings on Gresford Road. The crossing point is located to the south of Fair Oaks Crescent and the north of the proposed residential access. The crossing is proposed as a Puffin facility.

The local area benefits from good provisions of footways, which support pedestrian movements around the village. Key highway routes in the area such as Gresford Road and Llay Road, benefit from a high-

quality provision of footways along at least one side of the carriageway. All residential roads within the immediate vicinity around the development site have footways on both sides of the carriageway providing a high standard of pedestrian safety and an overall well-connected network to encourage active travel to the food store.

On the footways around the proposed development site, there are a number of dropped kerbs that provide suitable crossing points for pedestrians. This also enables access for pedestrians with wheelchairs or pushchairs to easily cross.

Generally, the topography of the local area is conducive to cycling. Wrexham County Borough Council has established a network of cycle routes throughout the borough to encourage this mode of travel.

With regards to formal cycle facilities, there is a designated local cycle route along Llay New Road which links Llay Road and First Avenue with New Rhosrobin. The cycle route is formed almost entirely of a designated off-road cycle provision, with a short section of approximately 180 metres in Llay being on-road.

Active Travel Measures Proposed

In the vicinity of the development site Straight Mile has a footway on the northern side of the road which is less than one metre wide. As part of the development proposals a footway is proposed alongside the development boundary. The footway will be brought into the site at the north eastern boundary to connect with the consented residential development (PA: P/2014/0905) to the east of the development. A footway is present on the southern side of Gresford Road and is approximately two metres in width. As part of the development proposals a footway will be implemented on the northern side of Gresford Road, along the site frontage.

The development proposals include the provision of a pedestrian crossing approximately 70 metres from the junction with Straight Mile on Gresford Road. The crossing will enhance the accessibility of the proposed store on foot to residential and employment land uses to the west. A pedestrian access point has been incorporated into the site layout design at this location.

In summary, the development will contribute to Active Travel through the provision of:

- A footway on Straight Mile alongside the development boundary. The footway will be brought into the site at the north eastern boundary to connect with the consented residential development (PA: P/2014/0905) to the east of the development.
- A footway will be implemented on the northern side of Gresford Road, along the site frontage.
- The provision of a pedestrian crossing approximately 70 metres from the junction with Straight Mile on Gresford Road. The crossing will enhance the accessibility of the proposed store on foot to residential and employment land uses to the west. A pedestrian access point has been incorporated into the site layout design at this location.
- Covered cycle parking (under the building canopy) for up to 14 bicycles, in the form of seven "Sheffield" type bicycle stands will be provided at the redevelopment site adjacent to the store entrances to encourage their use. It is anticipated that this will increase the attractiveness of cycling as a mode of transport by customers and employees of the site. Secure staff lockers will also be provided within the foodstore.
- The site layout has been designed in a cycle friendly way; ensuring permeability for pedestrians and cyclists. The design of the stores car park will encourage low traffic speeds, enhancing safety for pedestrians and cyclists.
- Freephone taxi telephone will be installed within the store for customer's use, as illustrated below in **Figure 2**.

- A framework Travel Plan accompanies this planning application and includes Active Travel specific measures, including: on-site infrastructure, connecting with the existing off-site infrastructure, sustainable travel initiatives and monitoring and targets.



Figure 2 – Freephone Taxi Telephone

While these improvements can be considered in isolation as requirements to meet National policy objectives, incorporating active travel improvements into the scheme will also meet the objectives of Wrexham Council by linking sustainable travel to economic development, contributing to the authorities' proactive approach to transport planning.

Bus Service Provision

Bus service reduction in rural areas has been symptomatic of the loss of the rural bus subsidy throughout the UK. However, this in no way infers that sites in rural areas are not accessible by bus, but simply are accessible by a reduced service.

As noted previously best practice adopted by Local Authorities has been not to seek support funding from developers to enhance services, as this in many cases has led to an increased service for an agreed period of time, for example five years; and thereafter the service has dropped away again due to its inability to be self-sustaining.

The purpose of the proposed discount food retail facility is to provide better local facilities and thus reduce the use of car and in turn reduce food miles. The consented residential development and existing residents of Llay will all significantly benefit from the presence of the foodstore at this location and its development promotes a reduction in travel.

It is unclear why such a significant benefit to travel reduction would garner the need for a contribution for a short term bus service contribution. Notwithstanding this contact has been made with Wrexham

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Taxis who operate the number 34 bus to establish what it would take for the service to operate 6 days a week. To date a response has not been provided and therefore we would advise that we request the application is put before planning committee without a bus contribution.

HGV Swept Path Analysis

The drawings submitted clearly illustrate the inter-visibility availability at the junction; notwithstanding this drawing 486-01/GA-07 presents a visibility envelope for approaching and departing HGV's

Zebra Crossing Provision

The previously provided information pertaining to the zebra crossing came from Wrexham Council during a pre-application meeting prior to the commencement of this application. Therefore it was understood that we were to simply delivering this zebra crossing.

Notwithstanding this a Stage 1 road safety audit will be appointed if an agreement in principle can be reached with regard to all other matters presented in this response.

Proposed Bus Stop Provision

If Wrexham Council have a specific location in mind for the bus stop provision we would welcome this information. Drawing 486-01/GA-06 presents three options for the location of the stop; which we would welcome the LHA comments on.

Left Turn Only from Straight Mile

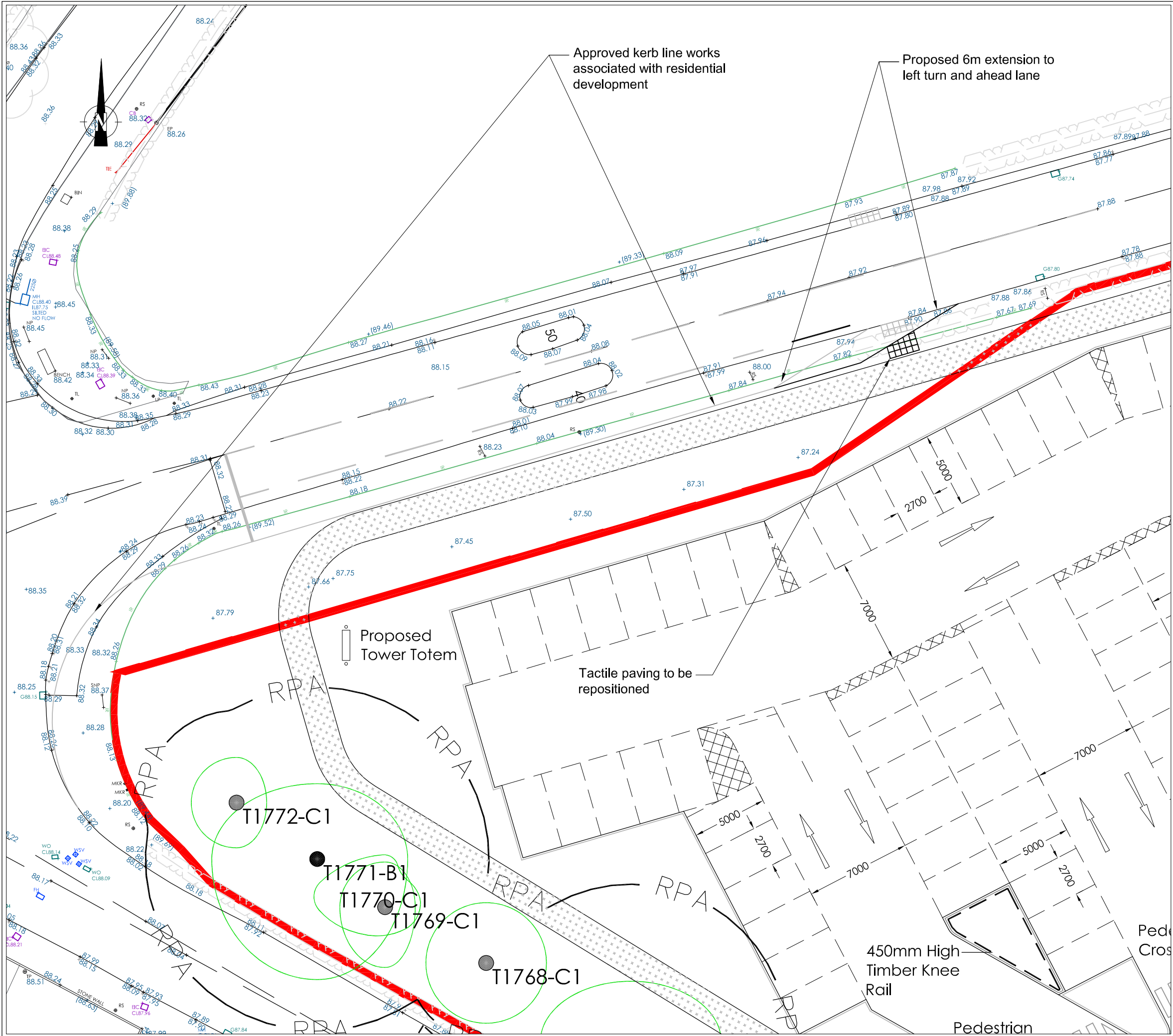
As with the zebra crossing design we would be happy to progress this left in only access design to detailed design level and stage 2 road safety audit upon reaching an agreement in principle on all other matters presented above.

Yours Sincerely



Iain Miller
Director

Enc. LINSIG Model Outputs
Drawing 486-01/GA-06
Drawing 486-01/GA-07



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Follow any figured dimensions - do not scale. IF IN DOUBT ASK.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Revision History		Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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**CAMERON ROSE**
ASSOCIATES

client: Aldi Stores Limited

project: Gresford Road Llay

drawing title: Off-Site Highway Works
To Straight Mile
Preliminary Design

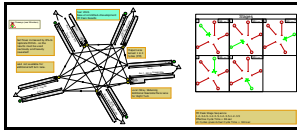
scale(s): 1/250	date: 17/12/19	drawn by: IJM	checked: CAB
drawing number: 486-01/GA-06	status: Information		
xrefs:	rev:		

DATE PRINTED:

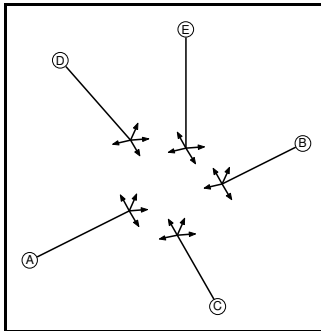
User and Project Details

Project:	Home Farm Residential Development
Title:	Crown Crossroads at Llay
Location:	Llay Wrexham LL12 0NT
File name:	Table 3TN_65665 - Physical and MOVA Scenario (Crown Crossroads 2026)-Stage Amendments_CRA_Flare Increase.lsg3x
Author:	GlanvilleJB
Company:	Curtins
Address:	Manchester
Notes:	Physical Junction Improvements and MOVA

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

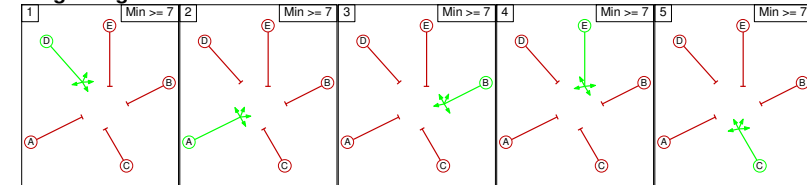
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
	A	B	C	D	E
	A	6	5	5	9
	B	6	7	10	5
	C	7	6	6	9
	D	6	5	5	9
	E	9	5	7	8

Phases in Stage

Stage No.	Phases in Stage
1	D
2	A
3	B
4	E
5	C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
	1	6	5	9	5
	2	5	6	9	5
	3	10	6	5	7
	4	8	9	5	7
	5	6	7	6	9

Give-Way Lane Input Data

Junction: Llay Fiveways (near Wrexham)
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Llay Fiveways (near Wrexham)												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B5102 Straight Mile)	U	B	2	3	7.0	User	2050	-	-	-	-	-
1/2 (B5102 Straight Mile)	U	B	2	3	60.0	User	2017	-	-	-	-	-
2/1 (B5373 Gresford Rd)	U	C	2	3	60.0	User	2079	-	-	-	-	-
3/1 (Llay Rd)	U	A	2	3	60.0	User	2106	-	-	-	-	-
4/1 (Rackery lane)	U	D	2	3	60.0	User	2012	-	-	-	-	-
4/2 (Rackery lane)	U	D	2	3	10.1	User	1860	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Chapel Lane)	U	E	2	3	60.0	User	1952	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2014 Surveyed Flows'	07:45	08:45	01:00	
2: 'PM Peak 2014 Surveyed Flows'	16:45	17:45	01:00	
3: 'AM Peak 2019 Base'	07:45	08:45	01:00	
4: 'PM Peak 2019 Base'	16:45	17:45	01:00	
5: 'AM Peak 2019 Base + Com.+Dev.'	07:45	08:45	01:00	
6: 'PM Peak 2019 Base + Com.+Dev.'	16:45	17:45	01:00	
7: 'AM Peak 2024 Base'	07:45	08:45	01:00	
8: 'PM Peak 2024 Base'	16:45	17:45	01:00	
9: 'AM Peak 2026 Base + Com.+Dev.'	07:45	08:45	01:00	
10: 'PM Peak 2026 Base + Com.+Dev.'	16:45	17:45	01:00	
11: 'AM Dev 2026'	07:45	08:45	01:00	
12: 'PM Dev 2026'	16:45	17:45	01:00	
13: 'AM Base 2026'	07:45	08:45	01:00	
14: 'PM Base 2026'	16:45	17:45	01:00	
15: '2026 AM ALDI Traffic with Dev'	07:45	08:45	01:00	
16: '2026 PM ALDI Traffic with Dev'	16:45	17:45	01:00	
17: '2026 AM ALDI Traffic with Dev_with Aldi Store'	07:45	08:45	01:00	
18: '2026 PM ALDI Traffic with Dev_with Aldi Store'	16:45	17:45	01:00	

Scenario 1: 'AM Design 2026_with Aldi Store' (FG17: '2026 AM ALDI Traffic with Dev_with Aldi Store', Plan 1: 'Chapel Ln in Every Other Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	6	85	221	0	312
	B	18	0	89	255	4	366
	C	138	58	0	421	1	618
	D	166	165	271	0	1	603
	E	1	2	4	38	0	45
	Tot.	323	231	449	935	6	1944

Traffic Lane Flows

Lane	Scenario 1: AM Design 2026_with Aldi Store
Junction: Llay Fiveways (near Wrexham)	
1/1 (short)	91
1/2 (with short)	312(In) 221(Out)
2/1	366
3/1	618
4/1 (with short)	603(In) 332(Out)
4/2 (short)	271
5/1	323
6/1	231
7/1	449
8/1	935
9/1	45
10/1	6

Lane Saturation Flows

Junction: Llay Fiveways (near Wrexham)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B5102 Straight Mile Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
1/2 (B5102 Straight Mile Lane 2)	This lane uses a directly entered Saturation Flow						2017	2017
2/1 (B5373 Gresford Rd Lane 1)	This lane uses a directly entered Saturation Flow						2079	2079
3/1 (Llay Rd Lane 1)	This lane uses a directly entered Saturation Flow						2106	2106
4/1 (Rackery lane Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
4/2 (Rackery lane Lane 2)	This lane uses a directly entered Saturation Flow						1860	1860
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Chapel Lane Lane 1)	This lane uses a directly entered Saturation Flow						1952	1952
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Design 2026_with Aldi Store' (FG18: '2026 PM ALDI Traffic with Dev_with Aldi Store', Plan 4: 'Chapel in Every Four Cycle')
Traffic Flows, Desired
Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	22	136	163	0	321
	B	47	0	132	198	1	378
	C	75	149	0	301	9	534
	D	165	174	252	0	2	593
	E	1	2	4	5	0	12
	Tot.	288	347	524	667	12	1838

Traffic Lane Flows

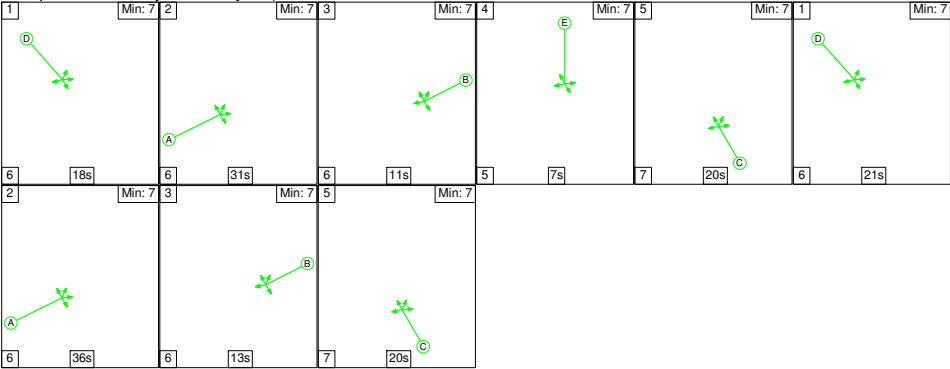
Lane	Scenario 2: PM Design 2026_with Aldi Store
Junction: Llay Fiveways (near Wrexham)	
1/1 (short)	158
1/2 (with short)	321(In) 163(Out)
2/1	378
3/1	534
4/1 (with short)	593(In) 341(Out)
4/2 (short)	252
5/1	288
6/1	347
7/1	524
8/1	667
9/1	12
10/1	12

Lane Saturation Flows

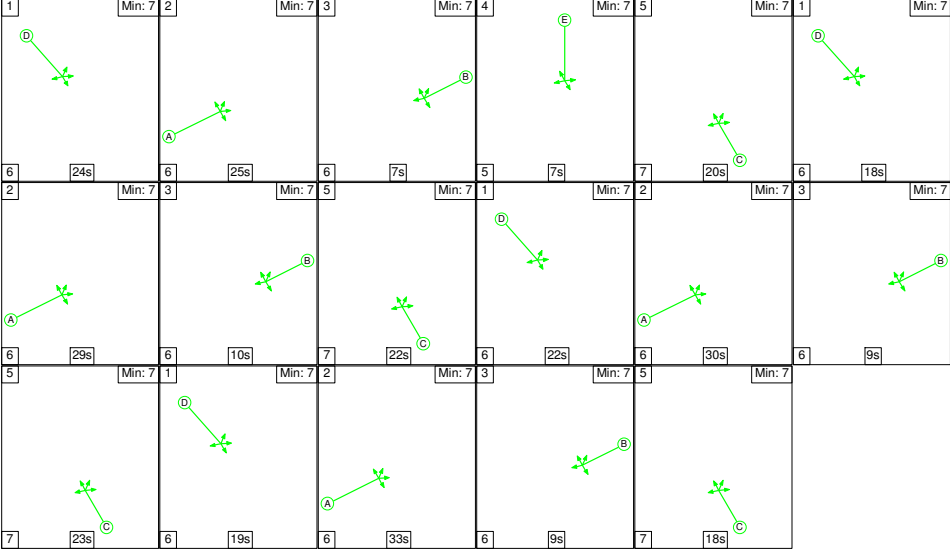
Junction: Llay Fiveways (near Wrexham)								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B5102 Straight Mile Lane 1)	This lane uses a directly entered Saturation Flow						2050	2050
1/2 (B5102 Straight Mile Lane 2)	This lane uses a directly entered Saturation Flow						2017	2017
2/1 (B5373 Gresford Rd Lane 1)	This lane uses a directly entered Saturation Flow						2079	2079
3/1 (Llay Rd Lane 1)	This lane uses a directly entered Saturation Flow						2106	2106
4/1 (Rackery lane Lane 1)	This lane uses a directly entered Saturation Flow						2012	2012
4/2 (Rackery lane Lane 2)	This lane uses a directly entered Saturation Flow						1860	1860
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Chapel Lane Lane 1)	This lane uses a directly entered Saturation Flow						1952	1952
10/1	Infinite Saturation Flow						Inf	Inf

Stage Sequence Diagram

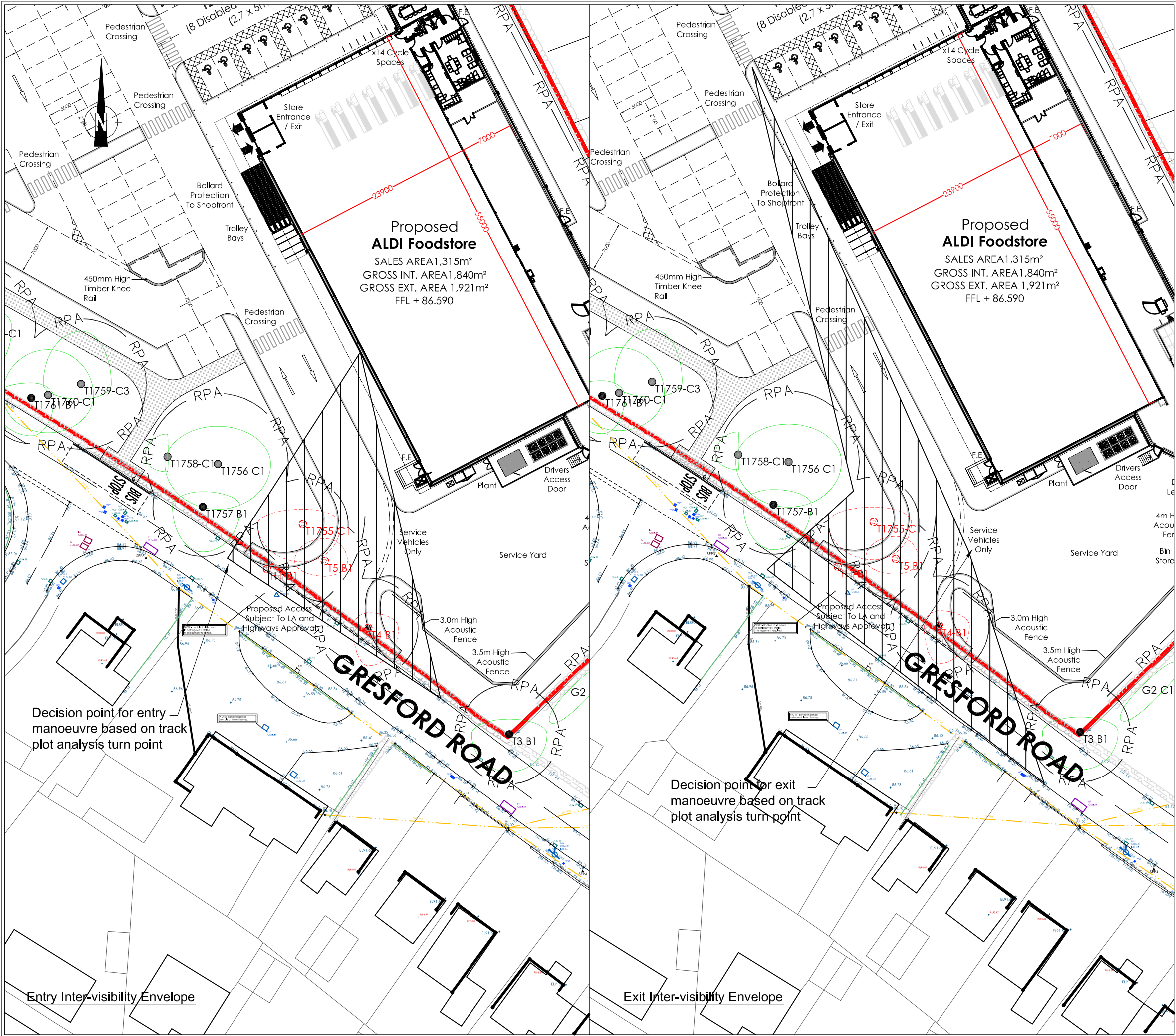
Scenario 1: 'AM Design 2026_with Aldi Store' (FG17: '2026 AM ALDI Traffic with Dev_with Aldi Store', Plan 1: 'Chapel Ln in Every Other Cycle')



Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crown Crossroads at Llay	-	-	-	-	-	98.8%	25.5	36.8	62.3	-	-	-	-
Llay Fiveways (near Wrexham)	-	-	-	-	-	98.8%	25.5	36.8	62.3	-	-	-	-
1/2+1/1	B5102 Straight Mile Left Ahead Right Right2	B	312	2017:2050	318	98.1%	4.4	7.4	11.8	136.7	8.0	7.4	15.5
2/1	B5373 Gresford Rd Right Left Ahead Right2	C	366	2079	376	97.2%	4.8	7.3	12.1	119.2	11.8	7.3	19.1
3/1	Llay Rd Ahead Right Left Left2	A	618	2106	626	98.7%	7.0	10.5	17.5	102.0	21.3	10.5	31.8
4/1+4/2	Rackery lane Left Ahead Right Left2	D	603	2012:1860	610	98.8%	7.9	10.6	18.5	110.4	11.8	10.6	22.4
9/1	Chapel Lane Left Left2 Right Right2	E	45	1952	67	66.9%	1.4	0.9	2.3	185.2	2.9	0.9	3.8
	C1	PRC for Signalled Lanes (%):			-9.8	Total Delay for Signalled Lanes (pcuHr):			62.28	Cycle Time (s):		232	
		PRC Over All Lanes (%):			-9.8	Total Delay Over All Lanes(pcuHr):			62.28				



Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcu/Hr)	Rand + Oversat Delay (pcu/Hr)	Total Delay (pcu/Hr)	Avg. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Crown Crossroads at Lay	-	-	-	-	-	90.5%	21.6	15.7	37.3	-	-	-	-
Lay Fiveways (near Wrexham)	-	-	-	-	-	90.5%	21.6	15.7	37.3	-	-	-	-
1/2+1/1	B5102 Straight Mile Left Ahead Right Right2	B	321	2017:2050	360	89.1%	4.3	3.5	7.8	87.3	5.1	3.5	8.5
2/1	B5373 Gresford Rd Right Left Ahead Right2	C	378	2079	421	89.9%	4.4	3.8	8.2	77.8	11.8	3.8	15.5
3/1	Llay Rd Ahead Right Left Left2	A	534	2106	593	90.1%	5.5	4.0	9.5	64.2	16.0	4.0	20.0
4/1+4/2	Rackery lane Left Ahead Right Left2	D	593	2012:1860	655	90.5%	6.7	4.2	10.9	66.1	9.9	4.2	14.2
9/1	Chapel Lane Left Left2 Right Right2	E	12	1952	36	33.0%	0.7	0.2	0.9	281.0	1.4	0.2	1.7
C1		PRC for Signalled Lanes (%):		-0.6		Total Delay for Signalled Lanes (pcu/Hr):		37.30		Cycle Time (s): 430			
		PRC Over All Lanes (%):		-0.6		Total Delay Over All Lanes (pcu/Hr):		37.30					



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Follow any figured dimensions - do not scale. IF IN DOUBT ASK.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Revision History		Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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CAMERON ROSE
ASSOCIATES

client: Aldi Stores Limited

project: Gresford Road Llay

drawing title: Inter-Visibility Envelope
Entry and Exit Manoeuvre
for Service Vehicle

scale(s): 1/500

date: 17/12/19

drawn by: IJM

checked: CAB

drawing number: 486-01/GA-07

status: Information

xrefs:

rev:

DATE PRINTED: