

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2018/0675 **Your Ref:** P/2018/0675
Date: 12 December 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 506 Divisional Police Headquarters, Bodhyfryd, Wrexham.
Development: Erection of Class A1 Retail Store and Class A1/A3 Drive-Through Coffee Shop with Car Parking and Servicing Areas, Access, Landscaping and Associated Works including Re-location of Electricity Sub-Station, following demolition of Existing Buildings and Structures.

Transport Assessment

This application was deferred from consideration by planning committee in September to allow the highways engineer to give further consideration to an objection from consultants acting on behalf of the neighbouring Asda supermarket.

The objection was based on the following:

1. The TA is based on data gathered when traffic flows not considered neutral
2. Accident data should be reviewed for a period of 5 years at the site access and surrounding roundabouts;
3. A drawing of the junction layout indicating geometries should be provided
4. A road safety audit should be undertaken
5. Unrestricted delivery timings may cause on site conflicts to the detriment of pedestrian and highway safety;
6. Trip generations should be reassessed against locations which are more representative of the location of the proposed development;
7. Operation assessments should be validated against observed queue lengths so the council can have confidence in the likely impact of the development on the highway network

In response to the above:

The TA was undertaken on Tuesday 20 March; a neutral period which complies with recommended criteria for collection of survey data.

Accident data has been provided to address objection 2; and shows that the roundabout performs safely.

A drawing of the junction layout including geometries was submitted within the TA

A road safety audit was undertaken and all points raised will be acted upon within any future S38 /s278 highway agreement

A service and delivery management plan will be implemented as part of any planning permission

Trip rate data has been confirmed as being representative of the proposed development

With regards part 7 the applicant's highway consultants have submitted two further letters to address the perceived issues relating to the modelling work undertaken at the junction.

In terms of overall traffic generation even when using 100% additional Lidl traffic on top of the existing baseline flows, the overall increase in traffic movements is identified as less than 5% which is not considered significant in development terms.

In terms of Asda's representation concerning validation of queue lengths and therefore the suitability of the model, these are based upon the comparison of maximum queue lengths against averages over the modelled period. The Lidl consultant therefore made site specific adjustments to ensure the model was as close to observed queue lengths as possible. The revised information provided in the document provides a comparison of observed and modelled queue lengths. This does demonstrate a reasonable correlation between observed and modelled and hence mitigates the concerns raised in terms of the validity of the model used.

The revised report does also demonstrate that in terms of overall capacity of the junction, the junction continues to operate with theoretical capacity in 2023 with forecast growth and development traffic.

The consultants have provided information in relation to a recently constructed store in Clayton Le Woods to demonstrate that despite forecast modelling increase in traffic movements, these did not materialize. Although it would be inappropriate to use this as justification to support the application, it adds weight to their argument that trip generation impacts are likely to be fairly low and unlikely to have any serious detriment to highway capacity in the locality of the site.

The highway department therefore considers that the anticipated vehicle movements generated by the proposed supermarket and drive-through coffee shop are not likely to have any significant detrimental impact on the local highway network. There is therefore no justifiable reason to object to the application on highway grounds.

Chief Officer, Environment & Technical