

AnnS Jones

From: Philip Forster
Sent: 12 November 2019 15:28
To: planning_admin
Subject: FW: Lidl Town Centre.

P/2018/0675 - Highways response

From: Phil Palmer
Sent: 12 November 2019 15:23
To: Philip Forster
Subject: FW: Lidl Town Centre.

Phil

See attached response from Dave Hesketh.

In summary the additional report addresses most of the concerns previously raised by Dave and on this basis we don't intend to request any further information from the developers consultant.

Regards, Phil

From: David Hesketh
Sent: 12 November 2019 09:35
To: Paul Fairclough
Cc: Phil Palmer; Peter Douthwaite
Subject: Lidl Town Centre.

Dear Paul,

I have had a look through the response which has been provided by SCP in relation to objections received from Asda's employed transport consultants. I understand the outstanding concern relates to the modelling work undertaken and the response provided by SCP attempts to satisfy the concerns raised.

In terms of overall traffic generation and this is assuming that both Pete and Phil are happy with the trip generation rates used in the assessment, the overall increase in traffic movements is identified as less than 5% which is not considered significant in development terms. The information provided in relation to the store in Clayton Le Woods is to demonstrate that despite forecast modelling increase in traffic movements, these did not materialise and adds some weight to their argument that trip generation impacts are likely to be low. Not sure it would be appropriate for use as justification as there are many variables which can impact upon traffic flows.

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 revised information provided by SCP (Table 3) 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 some of 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.

Happy to discuss but I don't think there is much more we can ask of the developers consultants.

Dave

David Hesketh

Arweinydd Priffyrdd a UTI / Highways & ITU Lead



01978 729644



Cyngor Bwrdeistref Sirol Wreccsam, Adran Amgylchedd a Chynllunio, De Ffordd yr Abaty, Ystad Ddiwydiannol Wreccsam, Wreccsam LL13 9PW



Wrexham County Borough Council, Environment and Planning Department, Abbey Road South, Wrexham Industrial Estate, Wrexham LL13 9PW



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