

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2019/0525	Your Ref:	P/2019/0525
Date:	24 September 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3346 5622 Land at Home Farm, Gresford Road, Llay
Development: Erection of foodstore (use class A1), car parking, access and landscaping

I refer to your consultation dated 17 July 2018 in respect of the above.

The application proposes to construct a supermarket with access off Gresford Road which results in the vast majority of vehicular traffic approaching the site via Crown Crossroads.

There are existing capacity issues at peak hours with the operation of the traffic signals at crown crossroads. There will clearly be a significant increase in traffic generation from the proposed development and the addition of this traffic at crown crossroads is of some concern. As the junction is already over capacity at peak hours the additional development traffic is likely to increase detriment to through flow of traffic on the highway particularly at peak hours.

The transport assessment submitted by the applicant includes traffic flow figures and a capacity study at Crown Crossroads. The traffic flows are significantly lower than that which was detailed within the Home Farm residential planning application.

The capacity assessment for the existing 2019 flows show queueing to be significantly less than that detailed within the Home Farm application and also significantly less than that which people using the road at peak hours experience on a more or less daily basis.

The traffic flows contained within the Aldi assessment were queried by the Highway Authority during the preliminary application stage.

The 2024 plus committed and proposed development 'degree of saturation' figures are nearly 30% less than those provided by Home Farm residential application. The predicted queueing is also significantly less than that shown within the Home Farm application. There are well documented capacity issues at the Crown Crossroads and I am unable to accept that the submitted figures accurately represent the daily peak hour queueing traffic.

The Active Travel Act requires that all new development provide infrastructure improvements for pedestrians and cyclists. Whilst existing pedestrian and cycling facilities have been briefly assessed there is nothing to show how the development will enhance the facilities.

Bus services to Llay have been significantly reduced in recent years. The transport assessment refers to the current service providing 3 services between 10am and 4 pm on just 3 days per week. I would recommend therefore that should this application be approved that the developer contributes towards improvements to the sustainability of the existing service.

Car parking accumulation figures show that the proposed level of car parking should adequately cater for the anticipated demand.

The swept path for HGV shows that any vehicle waiting to leave the access will prevent the HGV from accessing the site; forcing it to wait within the highway until the access is clear. A similar situation exists for HGVs leaving the site; once they have committed to leave the delivery area then the whole of the access is effectively taken up by their turning manoeuvre.

The plans show adequate visibility can be provided on to Gresford Road but this will require regular maintenance of the hedgerow. Any permission will require a condition requiring the submission of details relating to future maintenance of the hedgerow by the developer.

The proposed zebra crossing will require adequate visibility for and of pedestrians in compliance with standard guidance. For a 30mph speed limit the desirable minimum visibility is 65m. There is nothing within the application to prove that this is achievable without the removal of a significant amount of hedgerow. A revised plan is required which details the provision of adequate splays and the impact this has on the hedgerow. A safety audit should be submitted alongside the revised plan.

The proposed bus stop is located directly opposite an existing junction. It is considered that a safer location should be provided.

There is no formal crossing point provided for pedestrians accessing the site from the east along Gresford Road. A safe route should be provided for pedestrians.

The proposed left turn only access off the Straight Mile raises a few concerns. How do we prevent right hand turn manoeuvres into the site? It may encourage drivers to undertake illegal and dangerous manoeuvres? Visibility of the access will be particularly limited by its proximity to the boundary hedgerow along the Straight Mile; the access should be more visible to approaching drivers. The access cuts directly across the proposed pedestrian footway route towards the Crown Crossroads. There appears to be very limited intervisibility available between pedestrian and drivers.

In its current format I am unable to support the development due to the concerns raised above.



Service Manager Environment

