

Mr I Miller
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24 October 2019
Mr P Douthwaite
01978 729689
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Dear Mr Miller

P/2019/0525 Proposed erection of Aldi foodstore Gresford Road Llay

I refer to your letter dated 7th October 2019.

Crown Crossroads

Initial proposals submitted for the Crown Crossroads improvement scheme showed the provision of a MOVA system and the construction of an additional through lane on the B5102. Having checked these proposals it became clear the proposals were potentially unsafe; this was confirmed by a safety audit commissioned by the developer.

Following ongoing discussion with the developer a revised scheme was submitted for assessment. In attempting to mitigate the safety concerns previously identified, the developers submitted a revised control methodology allowing for each approach to the junction to operate independently. Whilst this has addressed some of the safety concerns, it has had an adverse impact on the overall capacity of the junction at peak hours meaning that the improvement scheme delivers improved flows during the day but a position of nil detriment at peak hours.

It is considered that the addition of traffic generated by the proposed Aldi store (1840 sq. m) will increase detriment to through traffic at peak hours and also impact negatively on daytime flows.

The Linsig staging arrangement proposed by Cameron Rose using the 2014 figures still indicates the A and B arms on green together at Stage 2. This has been deemed unsatisfactory by a safety audit commissioned by the housing developer. The queuing figures at table 1 and 2 are therefore not considered relevant.

Any revised Linsig assessment should be based on the latest design and the original figures for which the junction improvement was designed.

Active Travel

It is standard practice for Active Travel to be considered as part of any planning applications. It is not something we would normally feel the need to point out to experienced highway consultants.

Planning consent P/2014/0905 was for the erection of 365 dwellings and a 300 sq. m local store. We would like to remind Cameron Rose that it did not include the provision of an 1840 sq.m supermarket. It is therefore considered that Active Travel needs to be assessed. Wrexham Council proposed Active Travel routes are available online and it is for you to identify ways in which you can improve connectivity along the identified routes.

Bus services

At the time of the appeal on the residential site there was a bus service running 6 days a week along the Gresford Road in Llay. Since that time the route has been severely cut and the planning inspectorate would not have been aware of any issues at the time of the appeal; consequently there was no requirement or request from the LHA or the planning inspector to request contributions towards improved bus service provision at the time of the appeal. We therefore consider that a request for a contribution would meet the tests. We recommend that you contact the local bus service providers to discuss what level of funding they would require to improve the service to 6 days a week.

HGV

The concern over the swept paths has not been adequately addressed. There is no evidence provided to demonstrate that HGVs leaving the site service yard are able to see vehicles approaching the junction from either direction along Gresford Road. Similarly there is no evidence provided to show that HGVs approaching the site access are able to see vehicles leaving the site. Consequently there is every possibility of potential conflict between vehicles and HGVs leaving and entering the site.

Zebra Crossing

I have taken advice from our planning department with regards the status of the zebra crossing. They have stated that the zebra crossing does not benefit from planning permission. The TA that accompanied application P/2014/0905 included indicative plans for junction improvements at the Crown Crossroads, including a potential crossing point on Gresford Road. However the outline application (and subsequent permission) had all matters, including layout and access, reserved for subsequent approval. The plans accompanying the 2014 TA were therefore not approved at outline planning permission, indeed there are no conditions imposed on the outline planning permission requiring the development to be carried out in accordance with specific drawings.

Given that access and layout were reserved, the position of any pedestrian crossing points would be a matter dealt with at reserved matters for full planning permission stage, taking into account the position of buildings and likely pedestrian traffic flows. Whilst the provision of a crossing point at the northern end is certainly desirable to ensure that the ability of existing residents of Llay to walk to the shop is maximised, the exact position of it is a matter that can and should be determined through the application for the retail development. Therefore there is no reason why it has to be in exactly the same position shown on the 2014 TA plans.

That said we are not arguing that the location of the zebra crossing is wrong we are simply requesting evidence by way of detailed drawings and a safety audit to prove that the zebra crossing is designed according to the relevant standards to ensure the safety of all roads users.

Bus Stop

It is our opinion that the bus stop should not be located directly opposite a junction as there is clearly additional potential for conflict between vehicles. Consideration should be given to moving it to a safer location.

Pedestrian Access

It is recommended that a drop crossing be constructed south east of the proposed site access.

Left Turn Only

If a suitably designed left turn access can be delivered then we would be willing to support the proposal. However the submitted drawings do not detail how right turn manoeuvres can be prevented; neither does it show how the access will be 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. A detailed layout and safety audit of the proposed left turn is required to demonstrate the proposed access meets appropriate standards and is safe for all road users.

Please address the issues for further consideration.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'D. Hill', written over a horizontal line.

Highways Network Manager

