

MEMORANDUM



From: Network and Infrastructure Manager To: Chief Planning Officer

Our Ref: PD/2012/0210

Your Ref: P/2012/0210

Date: 08 June 2012

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2680 4210 Unit 14 Former Grifflex, Vauxhall Industrial Estate, Johnstown

Development: Outline application for erection of Class A1 foodstore with associated car parking and infrastructure.

I refer to your consultation dated 21 March 2012 in respect of the above.

The development site is located on an unclassified highway within an existing industrial estate.

A Traffic Assessment (TA) has been submitted to determine the theoretical impact of the traffic likely to be generated by the proposal on the existing highway network.

The TA concludes that:

‘the traffic predicted to arise as a result of the proposed development can be accommodated on the existing road network. However in order to ease the flow of traffic in the vicinity of the site, a modification is proposed to the junction within the Vauxhall Industrial Estate, to convert this to a mini roundabout.’

It is accepted that much of the traffic likely to be generated by the proposal is already on the highway network and I concur with the TA conclusions that the remote junctions are capable of catering for the increased flow. However very little of this traffic currently turns into the Vauxhall Industrial Estate and I have concerns that the proposal will result in unacceptable queuing of traffic at the estate access road with the B5605.

Paragraph 5.8 of the TA accepts that ‘the traffic predicted to arise from the proposed development is expected to have a significant impact at the main access junction into Vauxhall Industrial Estate’ Yet the conclusion is reached that no improvement to that junction is required. With such a large increase a predicted in traffic numbers I would anticipate that the junction was revised to include either roundabout or traffic signals.

I do not anticipate the internal access road junction causing any highway issues and would not support the use of a mini roundabout at this junction. Some simple road

marking measures to ensure there is no queuing over the junction would be more than adequate along with an extension to the existing double yellow lines across the proposed car park access.

There is an existing farm access directly opposite the Vauxhall Industrial Estate junction. Visibility from the access is very poor and the predicted rise in traffic generation will potentially make this access more dangerous.

It is unclear from the proposed layout what footway provision is being proposed along the site frontage. Is the existing footway remaining or is a new one proposed? Please ask the applicant to clarify.

Pedestrian provision on the main Ruabon Road is poor on the western edge of the carriageway where the footway is less than 1m wide.

Pedestrian access from the bus stop on the west edge of Ruabon Road near Afon Goch is very poor; there is no provision in front of the Afon Goch development itself so pedestrians would be expected to cross the very busy Wrexham Road. The footway on the east of the carriageway is only 1m wide and is not ideal for pedestrian access to the site.

Whilst HGV deliveries are adequately catered for in the proposed service area it is noted that there are a large number of vehicles currently parking on the internal access road fronting the development. This is likely to create difficulty for HGVs to manoeuvre into the delivery area. The vehicle autotrack shows the movement as being fairly tight and using the full width of the carriageway. Some thought will need to be given to how a clear route can be maintained or to ensuring that the delivery access area is wide enough to ensure there are no manoeuvrability issues.

There are highway concerns about the adequacy of pedestrian access, public transport users access, farm access, and over the potential for vehicular queuing at the main junction; it is suggested that the applicant develop a scheme to overcome these issues. A signalised junction may be the most appropriate means of achieving this.

Adequate off road vehicular and cycle parking is proposed.

Please ask the applicant to consider the following:

- Appropriate improvement to the Vauxhall Industrial Estate junction with B5605
- Footway provision on both Ruabon Road and the internal estate road
- HGV manoeuvrability into and out of the site delivery area
- Road markings at the internal access road junction and car park access
- North bound bus stop improvements

P.P. Peter Dornwaite
Network and Infrastructure Manager