

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Matthew Phillips
Our Ref:	ET/DC/MM/P/2021/0436	Your Ref:	P/2021/0436
Date:	12 th October 2021		

Land South of Holt Road, Wrexham, LL13 9SA

Construction of up to 600 dwellings, with associated landscaping, public open space and on-site infrastructure, with all matters reserved except for the northern site access.

Further to your email / consultation dated 12/05/2021 in respect of the above, I comment as follows:-

The 2020 TA states that the same mitigation that was proposed for the 2019 application is being put forward again for this application.

Traffic Impact

The traffic impact of 600 dwellings at this site was assessed for the previous application P/2019/0005 and was reviewed as part of the Wrexham LDP Examination in Public. It was found to be acceptable with appropriate mitigation and the site is now proposed as a site allocation in the Wrexham LDP deposit plan.

The LDP Examination in Public review concluded that the traffic impact would be acceptable with the developers proposed mitigation of

- Site access via new arm on A5156/A534/Stryt Holt Roundabout, including widening the A534 westbound approach to three lanes,
- A534/Borras Hall Lane/Wrexham Road/Industrial Estate Road/Sandy Lane: partial signalisation of 3 arms (A534, Wrexham Road, Industrial Estate Road)
- Link Road: connecting northern (A5156/A534) and southern (Cefn Road) site access – dependent upon occupation of dwellings as per Statement of Common Ground.

Northern Site Access

The proposed access is the same as previously submitted for considered under application number P/2019/0005 and no highway objections were made at that time. The submitted design includes widening of the A534 Holt Road westbound approach and the southern section of the circulatory carriageway.

Link Road

The link road is requested to be a reserved matter and no detailed locations or designs have been presented at this stage. The proposed location has previously been discussed with Council Officers and the Developer has stated that this will be brought forward when subsequent phase(s) of this site are developed.

For the previous application it was accepted by this Developer that a contribution would be made towards the cost of the link road crossing of Bryn Estyn Road.

Conclusion

The development is acceptable in principle in highways terms, provided the mitigation considered is taken forward and the following improvements are conditioned alongside a contribution towards the cost of the link road crossing of Bryn Estyn Road.

The Technical Note (413341-07) presented at the LDP Examination in Public confirmed that the development as proposed above was broadly acceptable, but also suggested that highway mitigation should be considered in 2023 and 2028 as detailed below:-

Proposed infrastructure improvements.

2023

- site access via new 5th arm of A5156/A534/Stryt Holt Roundabout
- A5156/A534/Stryt Holt/Site Access: widening of A534 westbound approach to 3 lanes (100m) & 3 lanes of southern section of circulatory carriageway
- A534/Borras Hall Lane/Wrexham Road/Industrial Estate Road/Sandy Lane: partial signalisation of 3 arms (A534, Wrexham Road, Industrial Estate Road)
- Link Road: connecting northern (A5156/A534) and southern (Cefn Road) site access

2028

- site access via new 5th arm of A5156/A534/Stryt Holt Roundabout
- A5156/A534/Stryt Holt/Site Access: signalisation and widening of A534 westbound and A5156 southbound approaches to 3 lanes (100m) & 3 lanes with spiral markings on circulatory carriageway
- A534/Borras Hall Lane/Wrexham Road/Industrial Estate Road/Sandy Lane: partial signalisation of 3 arms (A534, Wrexham Road, Industrial Estate Road)
- Link Road: connecting northern (A5156/A534) and southern (Cefn Road) site access dependent upon occupation of dwellings as per Statement of Common Ground.

After examination of the DM and DS modelling results these **mitigation proposals** [above] **are satisfactory**, but with **the following suggested additions** to deal with the modelled delay at the Greyhound roundabout (not with standing the provision of the Link Road) and on the A5156 at the A5156/A534/Stryt Holt/Site Access junction:

2023

- A5156/A534/Stryt Holt/Site Access - widening of A5156 southbound approaches to 3 lanes (100m) & 3 lanes of associated sections of circulatory carriageway
- Greyhound Roundabout: Introduce additional flare length Cen Road and Holt Street North arms – could be implemented at the same time as the proposed improvements to the crossing facilities at this junction.



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