

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Reg
Our Ref: P/2019/0923 **Your Ref:** P/2019/0923
Date: 18th Oct 23

Location: O. S. Grid Ref: 3250 5187 Land either side of Stansty Chain Road, off A483 Trunk road and A541 Mold Road, Stansty, Wrexham.

Development: Outline Application for residential development and detailed means of access with all other matters reserved.

We write further to previous Highways responses, and Focus Transport Planning Technical Note Addendums dated July 2023 and October 2023. We confirm receipt of Focus amended drawing J000069-GA004 Rev A, noting as follows:-

Development Proposals

The application proposes the development of up to 455 new houses on land either side of Stansty Chain Road with the following additional associated works:

- New signalised junction providing vehicular access to the site, with controlled pedestrian and cyclist crossing points on the A541 Mold Rd
- New junctions off Stansty Chain Rd with appropriate traffic calming measures in accordance with WCBC Highways standards and the findings of a Road Safety Audit
- New cycling and pedestrian links along Stansty Chain Rd and works to extend the 20mph zone from adjacent the school up to the northern limit of development proposed. This includes provision of emergency access also.
- New bus stop to the south bound carriageway of Mold Rd
- Offsite highway improvements and alterations to Junction 5 of the A483 and the Plas Coch/Berse Rd/Mold Rd roundabout.

Traffic Data

Highways previously confirmed acceptance of the full trip distribution data from the 2011 Census data (from Nomis) and associated methodology used to derive trip distribution.

The Technical Note and Technical Note Addendum submitted in 2023 provides:

- A review of 2023 traffic survey data against the TA:
- An updated review of committed local development schemes now including:
 - the University Campus redevelopment proposals
 - New Kop Stand and facilities at Wrexham AFC
 - 112 dwellings at Gatewen Rd, New Broughton
 - Costa Drive Thru at Plas Coch Retail Park
- An update to the site accessibility review, including updated public transport information; and an update to the assessment of accident data.

A review of the above concluded that the findings of the submitted TA remained sound and appropriate for consideration of this application on highways grounds.

Impact of Development and Offsite Mitigation Works

- As part of this development, proposals to improve the traffic flow to the A483/Mold Rd roundabout and Berse Rd/Mold Rd roundabout have been submitted.
- The application submissions include a detailed Transport Assessment which considers the impact of development traffic across 6 key local highway network junctions, including the A483 J5 and Berse Road roundabouts and consider a number of other notable committed local development projects, as well as general network traffic growth.
- The development proposals could generate between 270-340 two-way vehicle movements during the AM and PM peak hour periods and the TA concludes that development related traffic is only likely to have a negligible impact upon the operation of the highway network, in terms of junction capacity, when compared to forecast future baseline traffic conditions.
- Acknowledging that some areas of the highway network are anticipated to experience capacity difficulties in future, even without this development, the application also includes for proposed off-site highway improvement works at both the A483 J5 and Berse Rd roundabouts. These works comprise changes to lane marking to balance traffic flows around the roundabout and enhance the junction's efficiency, and also for signalisation of the A541 Mold Road approach to J5 from Wrexham, in order to minimise any queuing back across the Berse Road approach.
- These works represent a portion of the highway improvement works previously identified in the Welsh Government's now halted A483 corridor improvement scheme.
- The proposed improvement works have been modelled in detail by independent leading global experts in signalised roundabout junctions, who have identified that the proposed works would result in a significant improvement in the operation of these two key junctions. Indeed, the works would actually result in a position of betterment when comparing "with development" scenarios to future conditions without development in place.
- Extensive and detailed consideration of the application proposals has been undertaken by the Council, the Welsh Government and their appointed agents Mott MacDonald since the application's submission in 2019. The application was also considered from a highways perspective by the Inspectors at the Local Development Plan Examination in Public, for which they found the allocation site to be sound and acceptable.
- Over the course of these discussions additional detailed information has been supplied by the Applicants to assist the Council and Welsh Government, including most recently the aforementioned Technical Note TA Addendum which has provided an update to the submitted Transport Assessment.

Access

Drawing A106224 -002 illustrates that the southern section of the site (bounded by A541 Mold Road and Stansty Chain Road) has a proposed signalised access onto A541 Mold Road. It also illustrates a proposed priority junction, in the form of crossroads, at Stansty Road with a vehicular access to the northern section of the development.

Previous memos accepted:

- the bus stop proposal
- proposed secondary emergency access to the circa 114nr dwellings proposed to the north of Stansty Chain Rd,
- the applicants proposal to a reduced 20mph (previously 30mph) speed limit along the length of Stansty Chain Rd affected by this development, under the A483 bridge and connecting to

the existing 20mph speed limit boundary in front of the Plas Coch school. Subject to NMWTRA approval this also includes provision of street lighting to below the A483 bridge.

Proposals for Stansty Chain Rd improvements are further committed to on Focus drawing J000069-GA004 Rev A issued 12th Oct 23.

We refer to the previous memo 26th February accepting junction modelling for the B5425 Rhosddu Road / B5101 Stansty Road junction demonstrating it operates within capacity, with development in place for the future year scenario 2030

Active Travel and sustainable development

The location of this development in close proximity to local facilities including Plas Coch retail park, Wrexham Glyndwr University, Wrexham FC, train station, bus links make for a very sustainable development in terms of location and active travel.

New illuminated combined cycleway & pedestrian walkways will be provided along the length of the Stansty Chain Rd within the applicant's control connecting to the existing.

Parking and Internal Site Layout

As noted in the highway's department previous response, parking provisions in accordance with LPGN16e need to be demonstrated in the full planning application. There should also be a site plan showing the proposed internal road layout and any associated traffic calming.

Servicing / Deliveries / Waste Collection

Swept path analysis would be required for a Local Authority refuse vehicle (typically 11.5m in length) servicing the site as part of the full planning application. This would apply to private shared access roads, if the applicant wishes for bins to be collected in close proximity to the dwellings.

Construction Traffic Management Plan - including details of contractor parking

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan in advance of commencement for approval. This CTMP should consider and include for all highways works to Mold Rd new access, new bus stop, Junction 5, Plas Coch/Berse Rd roundabout, Stansty Chain Rd and consider all deliveries, waste management and contractor parking/access to the whole of the build. This could be included as a planning condition should the application be supported.

Conclusion

It is acknowledged that P/2019/0923 is an outline planning application and this response should be considered in tandem with the previous highway's responses.

Overall the TA is robust and informed by up to date information. New proposed highways improvements will provide betterment to the highway network; and this has been thoroughly tested by Welsh Government, the Trunk Road Authority and the Council's Highways Authority. We have no reason to reverse the previous approvals and confirm acceptance of the 2019 travel data as relevant.

Furthermore we have no objections to the outline application from a highways perspective because of:

1. The scheme's sustainable location relative to nearby city center facilities, reducing travel times and impact upon the local road network
2. Active travel improvements delivered as part of the scheme

3. There being negligible effect upon the A483 trunk road roundabout when improvements proposed are delivered.

As part of any full planning application the applicant should provide:

- A site plan showing the proposed internal road network and any associated traffic calming.
- Swept path analysis for a Local Authority refuse vehicle (typically 11.5m in length) servicing the site.
- Visibility splays for any revised / additional junctions.
- Parking provision.
- Road Safety Audit stages 1 and 2
- Traffic light proposals including controls.

It should be noted that to be adopted by WCBC all development roads and access roads must be designed to WCBC standards.



Chief Officer, Environment & Technical