

J000069-TN04a
July 2023

Ref: P/2019/0923 - Land Either Side of
Stansty Chain Road, Wrexham - Outline
Application for Residential
Development and Details Means of
Access

Technical Note - TA Addendum/Update

Prepared on behalf of:



Russell Homes Ltd.

1.0 INTRODUCTION

1.1 Overview

1.1.1 This Technical Note has been prepared by Focus Transport Planning Ltd. (Focus TP) on behalf of Russell Homes Ltd. to respond to comments and/or queries raised by the Local Planning & Highway Authority (LPA/LHA), Wrexham County Borough Council (WCBC) in respect of long-standing planning application submissions for the development of land either side of Stansty Chain Road, for residential purposes.

1.1.2 An outline planning application for up to 455 dwellings, with highway access in detail, was submitted in December 2019 (Ref: P/2019/0923). **Figure TN1** to this Technical Note illustrates the location of the application site. The development proposals have been discussed extensively with WCBC Highways and Welsh Government, since the application submission, ultimately reaching a position in early 2021 whereby both statutory consultees outlined that they had no objection to the planning application on highways grounds, subject to prospective planning conditions.

1.1.3 In the intervening period the planning application has not been determined, for reasons which do not relate to highways matters. Accordingly, and in order that the application can now be progressed through the planning process, the LPA/LHA has raised queries which seek to determine whether there has been any material change in local highway network conditions which could affect whether the findings of the 2019 Focus TP Transport Assessment remain sound. These queries relate specifically to the following core matters:

- Ensuring that the 2019 count data still reasonably represents prevailing traffic levels across the highway network study area;
- Reviewing the “committed” developments considered in the 2019 TA against the subsequent delivery of those developments, as well as any new key committed developments;
- Revisiting the appraisal of local highway incident records;
- Reaffirming the application site’s accessibility credentials; and,
- Confirmation of position with regard to the originally proposed scheme of mitigation for the A583 J5 and Plas Coch roundabouts.

- 1.1.4 This TN responds to each of the above core elements raised by WCBC's LPA/LHA. This document has been produced following discussions with WCBC planning and highway officers, and their consultants Mott MacDonald, and is cognisant of those discussions. This TN ultimately demonstrates that there should be no requirement for any further transport related submissions in order to determine the acceptability of the proposals on highway grounds - the findings of the submitted 2019 TA remain wholly sound.

2.0 MAIN QUERIES & FOCUS TP RESPONSE

2.1 Overview

- 2.1.1 This Technical Note has been drafted with reference to both the Focus TP Transport Assessment submitted with the outline planning application, as well as prior correspondence and Technical Notes which have formed the basis of ongoing pre and post-submission discussions between the Applicant and WCBC's Planning and Highways teams. In addition, and as noted in Section 1 above, this review is informed by recent discussions with both the WCBC planning case officer and highway officer.
- 2.1.2 This Technical Note considers each section of the key queries outlined Section 1 in order.

2.2 Traffic Surveys

- 2.2.1 Following a meeting between the Applicant and WCBC as the LPA in early March of 2023 (and prior to the aforementioned meeting between the Applicant, Focus TP, WCBC Highways and Mott MacDonald in April 2023), Focus TP commissioned the re-survey of the 6 network junctions, and 3 ATC survey locations that were originally undertaken to inform the 2019 TA. Surveys were undertaken on Tuesday 21st March 2023, for the same time periods as previously with the same survey company also, thereby ensuring as accurate a re-survey as possible.
- 2.2.2 The survey data was returned to Focus TP in April 2023, just prior to the abovementioned meeting with WCBC Highways. In order to inform that meeting, the 2023 survey data was reviewed and compared against the 2019 data. **Figures TN2a-f** to this Technical Note provide the comparison charts for each junction location, which identify the surveyed traffic levels for each 15-minute period over the course of the day (07:00-19:00). The key findings from this comparison exercise are as follows:
- At the A483 J5 roundabout with the A541 Mold Road, AM peak hour levels have fallen by between 10-15% (between 07:30-09:45) whilst in the PM period the fall during the previously assessed peak (16:45-17:45) stands at 8.7%. It should

also be noted, however, that the period 17:00-19:00 has seen a fall in levels of between 13-17%. The AM and PM “peak” periods have seen the largest falls in network demand, with daytime “inter-peak” falls of between 4-9%. Over the course of the surveyed 12hr period (07:00-19:00) a general reduction in traffic levels of approximately 8.6% has been observed;

- At the Plas Coch roundabout junction of the A541 Mold Road/B5101 Berse Road/Plas Coch Road, AM peak hour levels are observed to have fallen by between 2.5-4.5% (between 07:30-09:00) whilst in the PM period the fall during the previously assessed peak (16:45-17:45) stands at 7.1%. However, during the period 17:15-19:00 a reduction in network demand of between 12-18% has been observed. During the midday inter-peak period falls of approximately 10-12% are noted whilst, over the 12hr period, a general reduction of 8.5% has been observed;
- At the Berse Road roundabout junction with Rhyd Broughton Lane, AM peak hour levels are noted to vary anywhere between marginal falls to marginal increases. The largest observed increase is approximately 2.5% (59 vehs). During the PM similar has been noted, with increases in some 15min periods swinging to decreases in others. During the daytime inter-peak period a general decrease in flows of between 4-11% has been identified, whilst over the 12hr period the general change in flows is a marginal decrease of approximately 0.7%;
- At other network locations, the variations in flow are less pronounced but can be summarised as follows:
 - A541 Mold Rd/Hope St signals - AM peak flows are marginally higher at c1.3% whilst PM peak flows are marginally lower at -4.0%;
 - Stansty Chain Rd/Stansty Rd T-junction - AM peak flows are moderately higher at between 5-10%, whilst PM peak flows are moderately lower at c6-7%. Observations suggest that pre-AM peak levels (i.e. before 08:00) have risen as a result of the “peak spreading” effect. Importantly, however, these flows are still lower than those assessed in the TA meaning the TA still considers the worst case traffic flows;
 - Stansty Rd/B5425 New Rd T-junction - AM peak flows are moderately higher at between 3-9%, whilst PM peak flows are only marginally higher

at c2-3%. Observations here also suggest that pre-AM peak levels (before 08:00) have risen by over 10% suggesting some “peak spreading” effect.

2.2.3 On the basis of the above review of 2023 survey data against that of 2019, it is concluded that there has been a marginal reduction in network demand across the busiest core areas of the highway network study area of c10%. Across other areas of the network the variation in flows is more mixed, with some similar levels of reduction and also some increases of a similar order. Most notably, observations of AM flows show the morning peak being extended over a longer period, albeit and importantly, the observed traffic flow levels are still below the levels assessed in the TA for the AM peaks. This by effect, spreads the load and burden of car movements on the network, across a wider time period, which is beneficial to the operation of the local highway network - this effect is known as “peak spreading”, as referred to above.

2.2.4 The above observations reflect anecdotal evidence provided by a number of traffic survey companies engaged by Focus TP, that there has been a general trend towards reduced peak hour demand across much of the UK following the Covid-19 pandemic, and increased levels of peak spreading particularly during the AM peak. It is anticipated that this general reduction in peak hour demand, and also the shift in the overall length of each peak period, is likely a result of a change in homeworking practices, with increased numbers of employees nationally now incorporating some degree of homeworking into their typical working week as well as more flexible working hours (hence more travelling at an earlier time).

2.2.5 With the above in mind it is considered that whilst the 2023 re-survey exercise has identified some changes in peak demand and the lengths of peak periods, the findings of the submitted TA nevertheless remain robust and entirely sound.

2.3 Future Assessment Years & Committed Developments

2.3.1 The submitted Transport Assessment included for the consideration of both background network traffic growth, as well as specific development schemes that were outlined by WCBC at the time as being suitably committed enough that they were envisaged as being likely to progress to construction.

Future Year Traffic Growth

- 2.3.2 With regard to the derivation of future year background traffic, the TA following DfT guidance on the use of regional growth factors from the National Transport Model. The 2019 background survey data was factored up to the assessment years of 2024 (representing 5 years post-submission of the planning application) and 2030, which represented a future year by which the full development would likely be built out. This growth was calculated using the TEMPro software, which provides locally adjusted growth factors - in this case specifically for the Wrexham area. The 2024 assessment year did not include for all of the proposed development - at the time it was envisaged that the development might be completed by 2027, and so only a proportion of development was assessed within the 2024 assessment year.
- 2.3.3 Whilst there has clearly been some delay to the planning process with regard to this application, it is still envisaged that the proposed development could be fully constructed and occupied by 2030. Accordingly, it is considered that the TA remains sound in this regard, as the 2030 assessment year it considered still remains a date by which development could be fully occupied.

Committed Developments

- 2.3.4 The submitted TA includes for the following development schemes that were considered by WCBC officers to be committed at the time of the application submission:
- Redevelopment of the main Glyndwr University campus, Plas Coch Road to include for 410 apartments, 107-bed student accommodation facility, outline permission for student accommodation of up to 197 beds, new university buildings and facilities; and,

- Costa Coffee Drive-Thru, Plas Coch Retail Park.

2.3.5 Total committed development traffic associated with the above schemes is summarised in **Table TN2.1** below:

Table TN2.1: Committed Development Schemes - 2019 TA

	Forecast Development Trips		
	Arr	Dep	Total
<i>Glyndwr University Campus Redevelopment</i>			
AM Peak (08:00-09:00)	57	173	230
PM Peak (17:00-18:00)	172	65	237
12-Hour (07:00-19:00)	917	943	1,860
<i>Coffee Shop Drive-Thru Development</i>			
AM Peak (08:00-09:00)	20	21	41
PM Peak (17:00-18:00)	23	23	46
12-Hour (07:00-19:00)	245	251	496
<i>Total Committed Development (2019 TA)</i>			
AM Peak (08:00-09:00)	77	194	271
PM Peak (17:00-18:00)	195	88	283
12-Hour (07:00-19:00)	1,162	1,194	2,356

2.3.6 Since the submission of the planning application for residential development, the drive-thru development has been constructed and become operational. With regard to the development at the former Glyndwr University campus, however, the mix of development has changed. Accordingly, following discussions in April 2023, the following change in the potential schedule of committed developments has been outlined by WCBC officers (changes highlighted in **bold**):

- Redevelopment of the main Glyndwr University campus, Plas Coch Road to include for 410 apartments, 107-bed student accommodation facility, outline permission for student accommodation of up to 197 beds, new university buildings and facilities - **Now revised with a reduced quantum of residential development at just 94 dwellings, down from 410 (Planning Ref: P/2021/0094);**
- Costa Coffee Drive-Thru, Plas Coch Retail Park - **Now completed and operational;**

- Wrexham AFC proposed new Kop development for 5,500 spectators, inclusive of a 500 capacity hospitality area, with a 600 capacity non-match day exhibition space (Planning Ref: P/2022/0725); and,
- Proposed residential development of up to 112 dwellings together with vehicular/pedestrian access from Gatewen Road (Planning Ref: P/2018/0674 & Appeal Ref: APP/H6955/A/19/3238474).

Glyndwr University Campus Redevelopment

- 2.3.7 Following the grant of planning permission in 2019 for the original scheme of redevelopment, a number of reserved matters applications have subsequently been submitted and approved in relation to the University campus redevelopment. Key amongst these additional submissions is the application in 2021 which sought permission for the proposed residential development site layout. Crucially that application only sought to secure planning consent for up to 94 residential dwellings, comprising a mix of houses rather than apartments.
- 2.3.8 In addition to the above reserved matters application, a planning application to remove condition 18 of the original campus redevelopment consent was submitted in 2021 (Ref: P/2021/0967). Condition 18 of the original planning permission sought to secure improvements to the existing Mold Road/Crispin Lane junction in order to safely accommodate the levels of development traffic that were forecast to arise from the campus redevelopment scheme. Review of the application submissions for the 2021 variation of condition planning application, along with the planning committee report, has identified that the original Transport Assessment for the campus redevelopment anticipated a 10% growth in the number of staff and students across the university and, therefore, an equivalent increase in traffic movements. Following submissions from Natural Resources Wales (NRW) in relation to phosphate discharges, the applicant for the campus redevelopment proposals reviewed the forecast staff and student numbers and was able to demonstrate that there would no longer be an increase in numbers. Accordingly, given there would be no corresponding increase in vehicle numbers, Condition 18 requiring realignment of the Mold Rd/Crispin La junction was able to be removed.

- 2.3.9 It is clear from the two further planning submissions outlined above that the University campus redevelopment proposals have evolved to the extent that there are likely to be materially lower levels of trip generation associated with both the operation of the University itself, and also in relation to the residential development.

Wrexham AFC Kop Development

- 2.3.10 With regard to the Wrexham AFC new Kop development, which includes for exhibition facilities and a hospitality area, a supporting Transport Assessment was produced and submitted by Ramboll UK Ltd. The core elements of the application proposals centre around the new Kop stand (capacity for 5,500 spectators), the hospitality area (capacity 500 people) and the exhibition space (capacity 600 people). The TA focuses largely on the weekday non-matchday impact of the development proposals - pre-application scoping discussions between the Applicants and WCBC identified that match days would result in impacts which were considered to be temporary and no sustained over long periods of time.
- 2.3.11 The Ramboll TA includes within its assessment consideration of a number of committed development schemes including the University campus redevelopment proposals as outlined above (with 410 apts as the WAFC application pre-dates the reduction from 410 apts to 94 dwellings), the 197 bed student accommodation block and this applications proposals for residential development on land off Mold Road for 455 dwellings (the report refers to 450 dwellings but information in the appendices identifies 455, in accordance with this application).
- 2.3.12 Crucially, therefore, the WAFC planning application submissions already suitably consider the combined traffic related effects of their proposed development scheme along with that of the University schemes and this residential planning application's proposals at Mold Rd/Stansty Chain Rd.
- 2.3.13 In its consideration of the impact of the WAFC redevelopment proposals, the Ramboll TA specifically notes that the non-matchday traffic related effects would primarily relate to the proposed exhibition space. Section 5 of the TA identifies that events at the exhibition space would be managed to avoid starting or finishing during the traditional highway network peak period. The TA assumes, therefore,

that the exhibition space would typically operate between 09:00-17:00 on weekdays. It should also be noted that such events are not anticipated to occur on a regular daily basis - the TA identifies approximately 20 events per year, with some over a number of days, but that the total number of days would come to 48 per annum. This level of use equates to one exhibition event every 2 weeks throughout the year.

2.3.14 The Ramboll TA goes on to identify that up to 372 vehicle arrivals per day could be expected during such events, based on observations made of the exhibition events at the Chester Racecourse. On the basis that registration for events is likely to be from 09:00, with events ending at 16:30, the following core assumptions are made:

- During the morning arrival period:
 - 50% of delegates arrive 08:00-09:00 - 186 vehicle arrivals; and,
 - 50% of delegates arrive 09:00-10:00 - 186 vehicle arrivals.
- During the afternoon/evening period:
 - 50% of delegates depart 16:00-17:00 - 186 vehicle departures; and,
 - 50% of delegates depart 17:00-18:00 - 186 vehicle departures.

2.3.15 Further review of the Ramboll TA identifies that the distribution of traffic to and from the exhibition events is anticipated to be entirely via the A483 J5 and Plas Coch roundabouts, with traffic accessing the development directly from the A541 Mold Road. Accordingly the assessment of development related impact in the TA focusses on the modelling of capacity related effects at these two inter-linked signalised roundabout junctions. The junctions have been modelled using the JCT Consultancy software Linsig - reflecting the same modelling approach undertaken by Focus TP in the modelling of these junctions in the TA for the 455 dwelling residential development on land east of Mold Road. The findings of the impact modelling undertaken in the Ramboll TA were that the proposed Kop stand development would have an impact upon the operation of the A483 J5 and Plas Coch roundabouts, in particular on the Berse Road approach from the south. The report ultimately concludes that the network at this location is already anticipated to be over capacity prior to the proposed development and that, therefore the capacity issues at the junction cannot be attributable to the proposed Kop stand development. Ultimately the TA proposes no scheme of mitigation, beyond seeking to ensure that exhibition events start after the AM peak, and finish with phased

finish times in order to spread vehicle departures more evenly across the PM peak period.

- 2.3.16 The planning permission for the Kop stand development includes for the requirement to implement a Travel Plan at the facility which seeks to implement measures to reduce the impact of vehicle movements on the operation of the above junctions on both match days and non-match day events, and a scheme of annual monitoring over a 5-year period.
- 2.3.17 Whilst Focus TP does not wholly agree with the assertion that the Applicants of the WAFC scheme should not be held liable for any mitigation measures on the local highway network, the scheme was ultimately granted planning permission with this position in mind. It is worth reiterating at this point that the supporting TA included for both the University campus redevelopment and the Stansty residential development. Accordingly, the combined effects of all of these key developments within this area have already been accepted by WCBC officers and the WCBC planning committee in their granting of planning permission. Moreover, the WAFC TA does not include for consideration of the mitigation scheme for the A483 J5/Plas Coch inter-linked junctions that remains a fundamental proposal within the residential development proposals for land east of Mold Road that this Technical Note supports.

Gatewen Road

- 2.3.18 The application proposals for the Gatewen Road site were originally submitted in 2018 and formed part of the wider applications related to the Glyndwr University development proposals as referenced above. The Gatewen Road proposals, along with one other application site, were refused planning permission. However, following an appeal by the applicants against the refusal, in 2021 the planning appeal was awarded, and so development consent secured.
- 2.3.19 The proposals would see the delivery of up to 112 residential dwellings on land to the north of Gatewen Road, which lies to the southwest of Wrexham city centre. The consideration of this application in this review is predicated on the basis that a proportion of development related traffic arising from the proposals would likely route along the B5105 Berse Road towards Plas Coch, and therefore into the study

area considered in the application for residential development on land east of Mold Road.

- 2.3.20 Despite the fact that traffic associated with these proposals would route through the study area of the Mold Road residential development application, and that the application was still live when the Stansty residential development proposals were being scoped with WCBC officers, these proposals were not required to form part of the review of committed development considered in the 2019 Focus TP TA for the Stansty scheme.
- 2.3.21 It should be further noted that the Gatewen scheme was not required to be considered as a committed development scheme in the assessments undertaken to support the WAFC planning application outlined above, either. It is therefore considered that this scheme should not now be required to be considered at this late stage.
- 2.3.22 Nevertheless, an overarching appraisal of the proposals and their potential effects upon the study area, has been undertaken. Review of the TA undertaken for the Gatwen Road proposal site, by ITP, has identified that total trip generation arising from the scheme was anticipated to total just 65-68 movements in the peak hour periods. Of this total development traffic, approximately 2/3 was envisaged to route via the junction of Plas Coch roundabout. This would represent approximately 40 two-way movements in each peak hour, representing fewer than 1 additional vehicle movements per minute. Such traffic levels would be highly unlikely to have any discernible effect upon the operation of this busy junction, or those neighbouring it such as the A483 J5.
- 2.3.23 Indeed, it should be noted that in the Inspector's decision he outlines that the traffic arising from the development would represent approximately 3-4% of all traffic at the A483 and A541 Mold Road junctions, and that such traffic ***"would have a relatively minor impact on the operation of the relevant junctions when compared to the forecast overall growth"***. The Inspector concluded that ***"the issue of congestion and queuing is an existing problem that would not be significantly affected by the proposal and it would not justify the refusal of planning permission in this case."***

- 2.3.24 Given that the University campus redevelopment has now reduced in scale, with the residential development reducing from 410 apartments to 94 dwellings, along with no anticipated growth in student or staffing levels (previously assessed at 10% growth), it is considered that the Gatewen Road development proposals and their effects upon the study area highway network are more than offset.

Conclusions

- 2.3.25 Based on the above review a number of key conclusions can be drawn regarding the change in committed development status since the submission of the 2019 Focus TP TA:

- The University redevelopment has reduced a significant extent due to the c75% reduction in residential development, and no forecast 10% growth in staff and student numbers;
- The Wrexham AFC redevelopment scheme submissions identify that those proposals would have a fairly minimal impact on weekday peak hour traffic levels, given that it seeks to limit conference/exhibition events to the inter-peak periods. More crucially, the number of weekday event days are anticipated to be relatively infrequent (48 per year); and,
- The Gatewen development proposals would result in a minimal impact upon weekday peak hour traffic levels across the study area, as concluded by Planning Inspectors;

Accordingly, it is considered that:

- The significant reduction in the Glyndwr University campus redevelopment for housing would more than cover off development traffic that would arise from the Gatewen Road development scheme; and,
- The combined effects of all of the key developments within this area, including this application for residential development of 455 homes on land east of Mold Road, have already been accepted by WCBC officers and the WCBC planning committee in their granting of planning permission for the WAFC new Kop stand development scheme.

- 2.3.26 It is therefore considered that the submitted Focus TP TA for the development of 455 residential dwellings on land either side of Stansty Chain Road remains robust in its consideration of committed development traffic and that there should, therefore, be no need to revisit the assessment process in further detail i.e. the assessments within the TA, and the subsequent findings, remain sound.

2.4 Review of Local Personal Injury Accident History

- 2.4.1 The submitted TA for the development proposals included for a review of historical recorded personal injury accidents statistics across the study area. Over the 5-year period considered (2014-2018), a total of 15 incidents had been recorded, of which there were no fatal incidents, 1 serious incident and 14 slight incidents. The conclusions of the review were that there were no prevailing material highway safety issues within the vicinity of the site which give rise to any demonstrable adverse safety record.
- 2.4.2 An updated review of the recorded local accident events has been undertaken to inform this TN, with **Figure TN3** illustrating the locations of each incident for the most recently available period of 2017-2021 inclusive. Review of this information identifies a total of 13 incidents across the study area (excluding those on the A483 mainline carriageway), of which none were fatal incidents, and none were serious in nature i.e. all were slight in severity of injury. Overall it considered that the conclusions of the submitted TA remain sound - there is no new evidence to suggest that there are any material local highway safety issues.

2.5 Accessibility & Sustainability

- 2.5.1 The submitted TA included a detailed review of the site's accessibility, including opportunities for walking and cycling to key local facilities and local public transport provision. Overall it was concluded that the application site represents a highly appropriate location for a residential development, being located within an acceptable walk/cycle catchment of key everyday destinations such as local shopping facilities and schools, and accessible by bus and rail services to/from key local employment centres.

- 2.5.2 In addition to the application site's accessibility, the proposals include for additional sustainable transport infrastructure improvements. These include the delivery of a new bus layby facility on the southbound side of the A541 Mold Road, with internal connectivity directly to the proposed development (no footway provision is proposed along the A541 Mold Road - it is considered that the majority of the users of this stop would travel to/from the stop directly via the site and it's dedicated connection.
- 2.5.3 To reiterate the accessibility of the site, and its opportunities to both utilise and enhance sustainable travel opportunities, **Figure TN4** to this Technical Note provides a 2km "heat map" from the centre of the application site (recognising that this catchment would vary depending on location within the site), whilst **Figure TN5** illustrates the facilities available within such a 2km walking distance. Review of this 2km walking catchment identifies that the site lies within an acceptable walking commute of the outskirts of the city centre, major local employment centres, retail centres, public transport services, schools and a hospital.
- 2.5.4 **Figure TN6** to this report identifies the location of the site relative to key local public transport infrastructure, including bus stops and rail stations within a 2km walking distance. A small number of existing local bus services operate within the vicinity of the Mold Road proposal site. The closest bus stops to the site are located either at Old Mold Road c700m to the northwest of the centre of the site, or within the Plas Coch Retail Park (also a c700m walk distance of most of the site. Stops are also located on Colliery Road c600m to the southeast of the Site, off Stansty Chain Road. However, as noted above, the development proposals would include for the implementation of a new bus layby facility on southbound side of the A541 Mold Road, at the site frontage, with a direct internal pedestrian connection.
- 2.5.5 It should also be noted that the application site lies within a 2km walk of the existing rail stations of both Gwersyllt to the north, and Wrexham General Station to the south. Crucially the No.27 bus service which operates past the site frontage provides onward access to Wrexham bus station within a short journey time. The bus station in turn lies within a short walk of both Wrexham Central and General rail stations. All three aforementioned stations lie on the Borderlands Rail Line, and as such services from these stations provide regular (at least Hourly) services

to key employment and leisure destinations such as Chester, Holyhead, Liverpool, Birmingham and Cardiff.

- 2.5.6 With the above review in mind, it is considered that the findings of the accessibility audit of the application site in the submitted TA remain sound, and there is no evidence to support any change in the findings. The application site is still considered to represent a highly sustainable location for a residential development. Moreover, the site layout (the subject of future reserved matters applications) will provide the opportunity to ensure that the site itself delivers fully in accordance with the aims and objectives of Active Travel Wales guidance.

2.6 Proposed Mitigation Strategy

- 2.6.1 The submitted TA includes for a full appraisal of a proposed scheme of mitigation on the local highway network. This mitigation strategy would see the delivery of a two-stage package of infrastructure improvements at the junctions of the A483 J5 and Plas Coch roundabout. The strategy has previously been accepted by Welsh Government (WG), as the key stakeholders of the A483 trunk road. The following drawings to this TN illustrate the proposed package of measures:

- J000069-SK006 Proposed Stage 1 Highway Mitigation Works at J5 A483
- J000069-SK007 Proposed Stage 1 Highway Mitigation Works at Plas Coch/B&Q Roundabout
- J000069-SK008 Proposed Stage 2 Highway Mitigation Works at J5 A483

- 2.6.2 Whilst recent developments have seen WG cancel a number of strategic road improvement schemes across Wales, including those drafted and proposed for the A483 corridor in Wrexham (J3-6), **the mitigation strategy proposed to be delivered for J5 remains a commitment of these application proposals.** Accordingly, the proposals would ensure that a scheme of capacity relief would still be delivered in this location, in the event that the planning application for residential development is approved.

3.0 SUMMARY & CONCLUSIONS

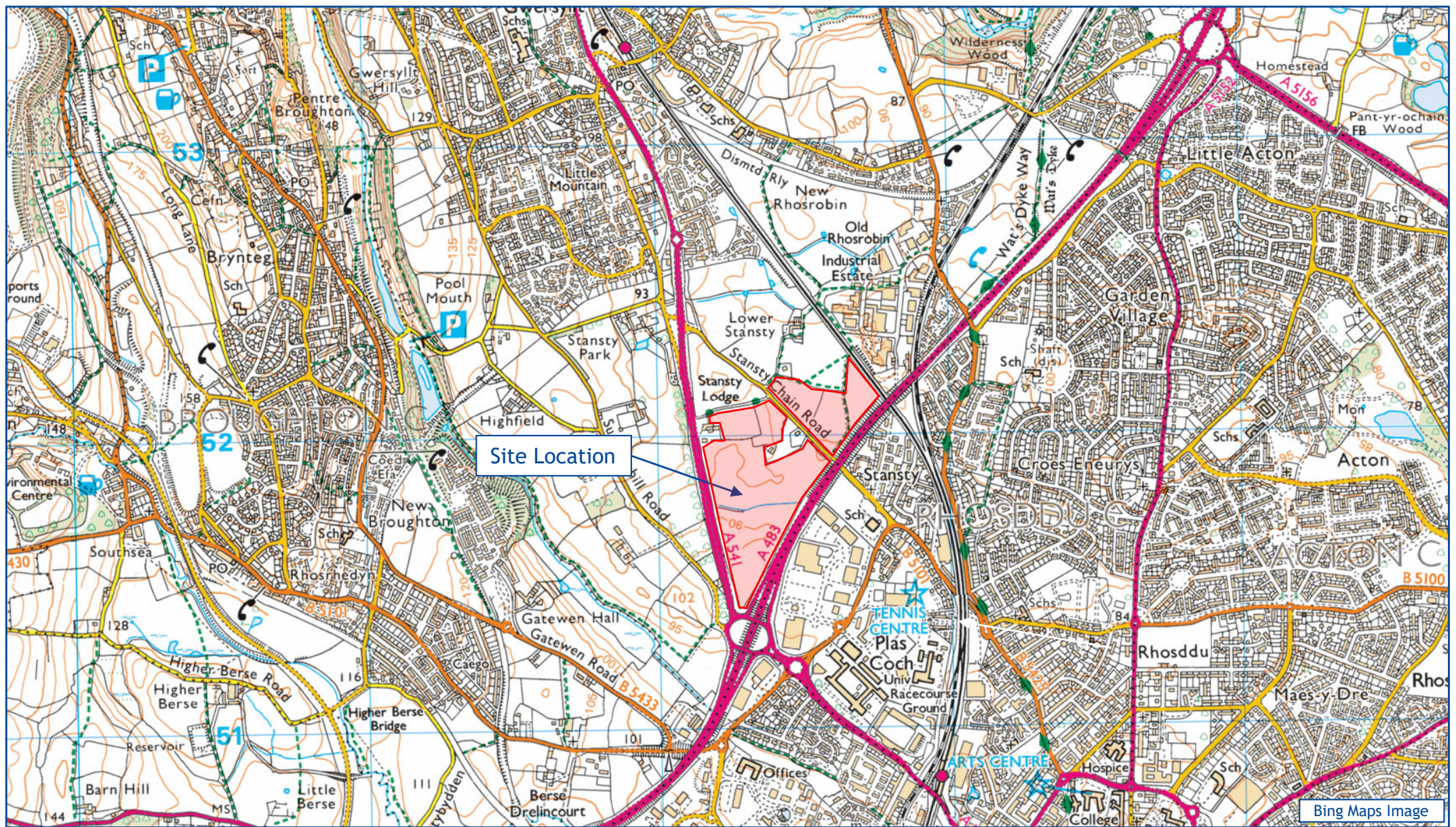
3.1 Summary

- 3.1.1 This Technical Note has provided an update to a number of core elements considered in the submitted Transport Assessment for the planning application for up to 455 residential dwellings on land either side of Stansty Chain Road, Wrexham.
- 3.1.2 This TN confirms that there has been no material change in operational conditions across the local highway network that would call into question the findings of the submitted TA. This review has included re-surveying the local highway network to understand any changes in traffic flows; reviewing the assessment of committed local developments; updating the review of local accident history across the study area; revisiting the detailed site accessibility audit; and, clarifying the proposed mitigation strategy and reaffirming the commitment to deliver this mitigation in spite of recent Welsh Government announcements.
- 3.1.3 The application includes for an extensive package of proposed Active Travel measures which are considered to be significant and would materially enhance both the development site itself as well as the surrounding areas and the infrastructure available to existing residents. Moreover, the proposed mitigation strategy would deliver significant improvements to local highway network capacity at a location which is the focus of a number of high-profile redevelopment schemes.

3.2 Conclusions

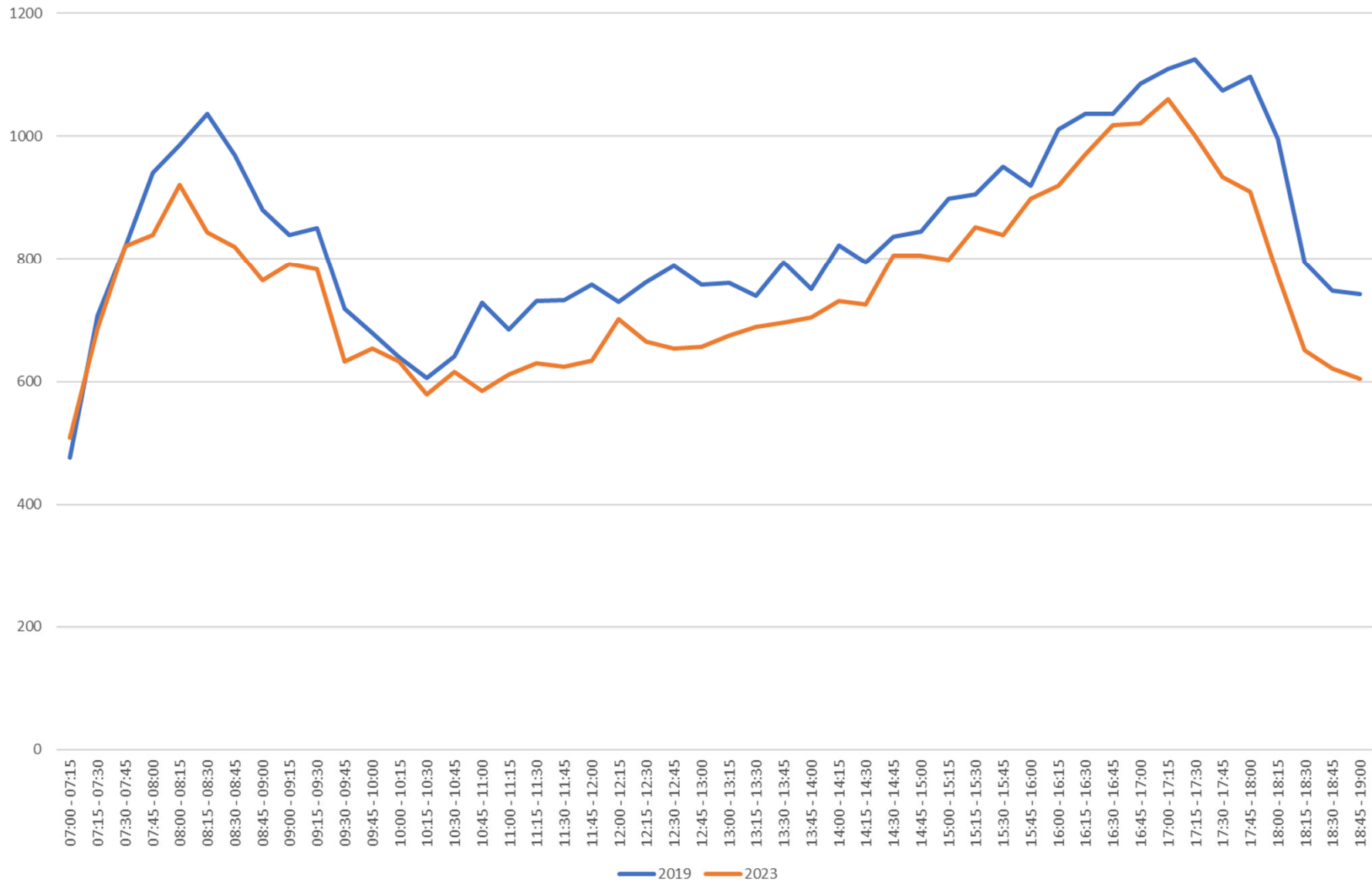
With the above in mind Focus TP considers that the findings of the submitted Transport Assessment remain sound and valid and that, therefore, there should be no overriding reasons for refusal of the proposed development on highway grounds.



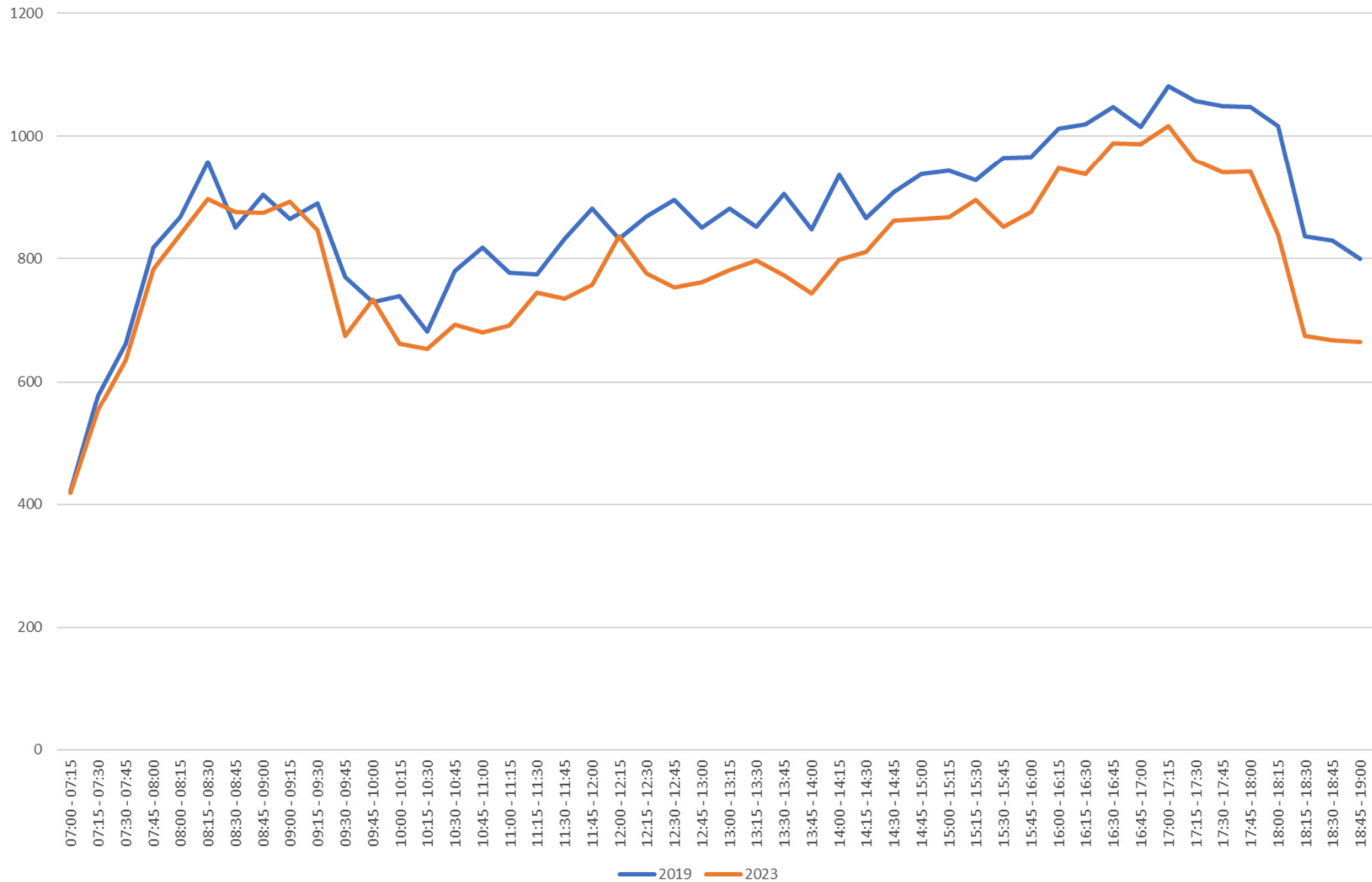


Bing Maps Image

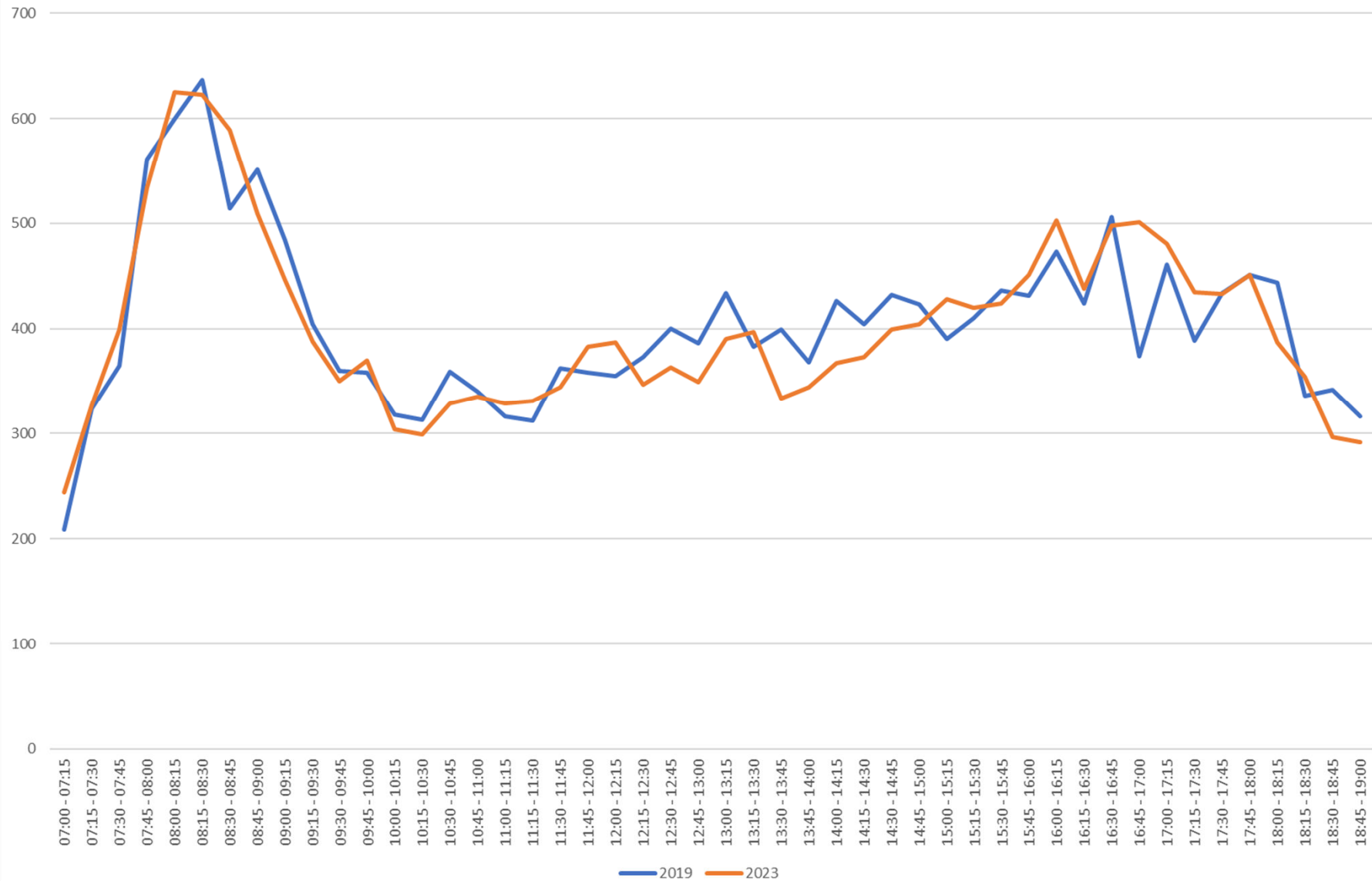
Comparison of Traffic Flows at J5 A483/A541 Mold Road - 2019 vs 2023

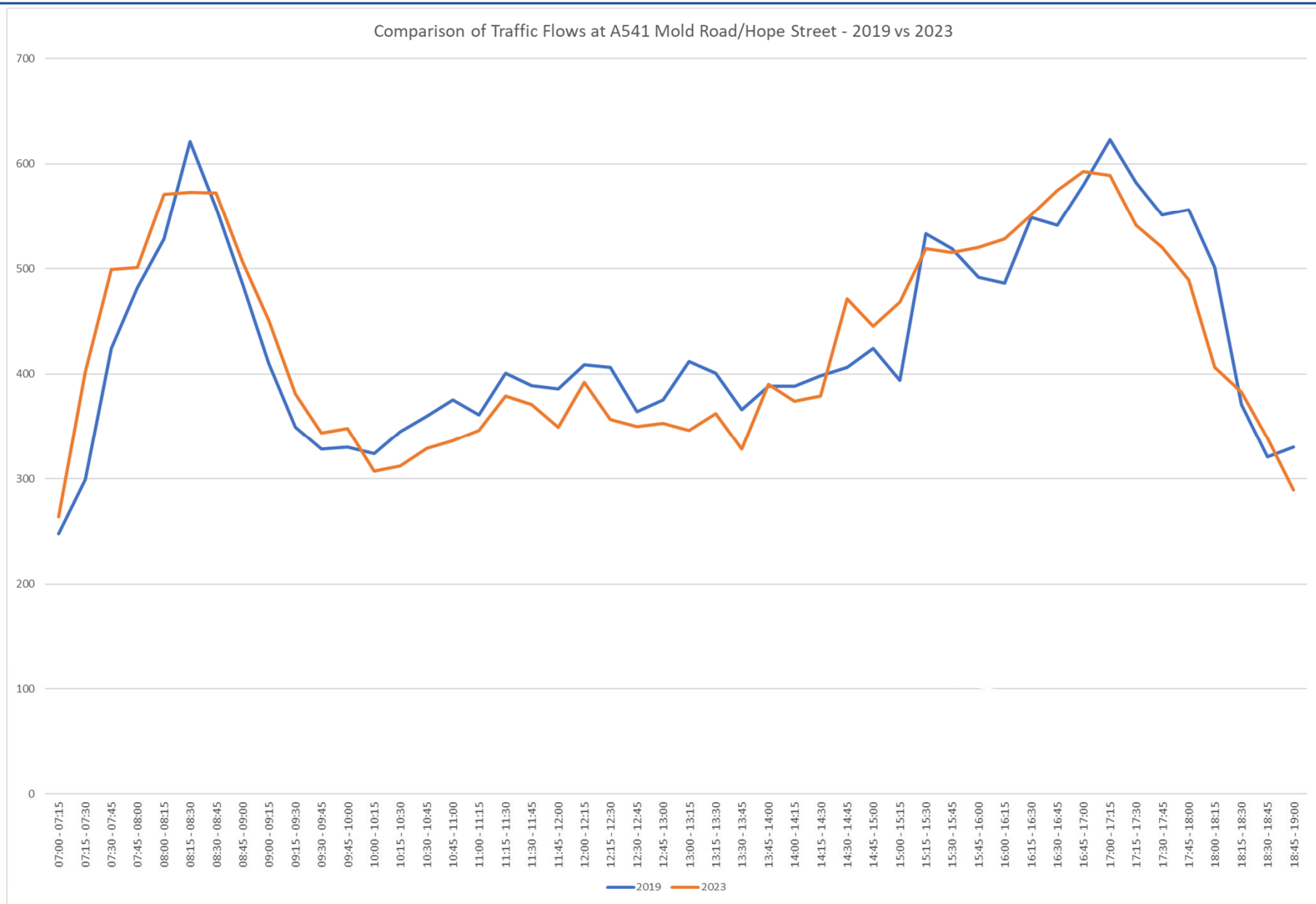


Comparison of Traffic Flows at Plas Coch Roundabout - 2019 vs 2023

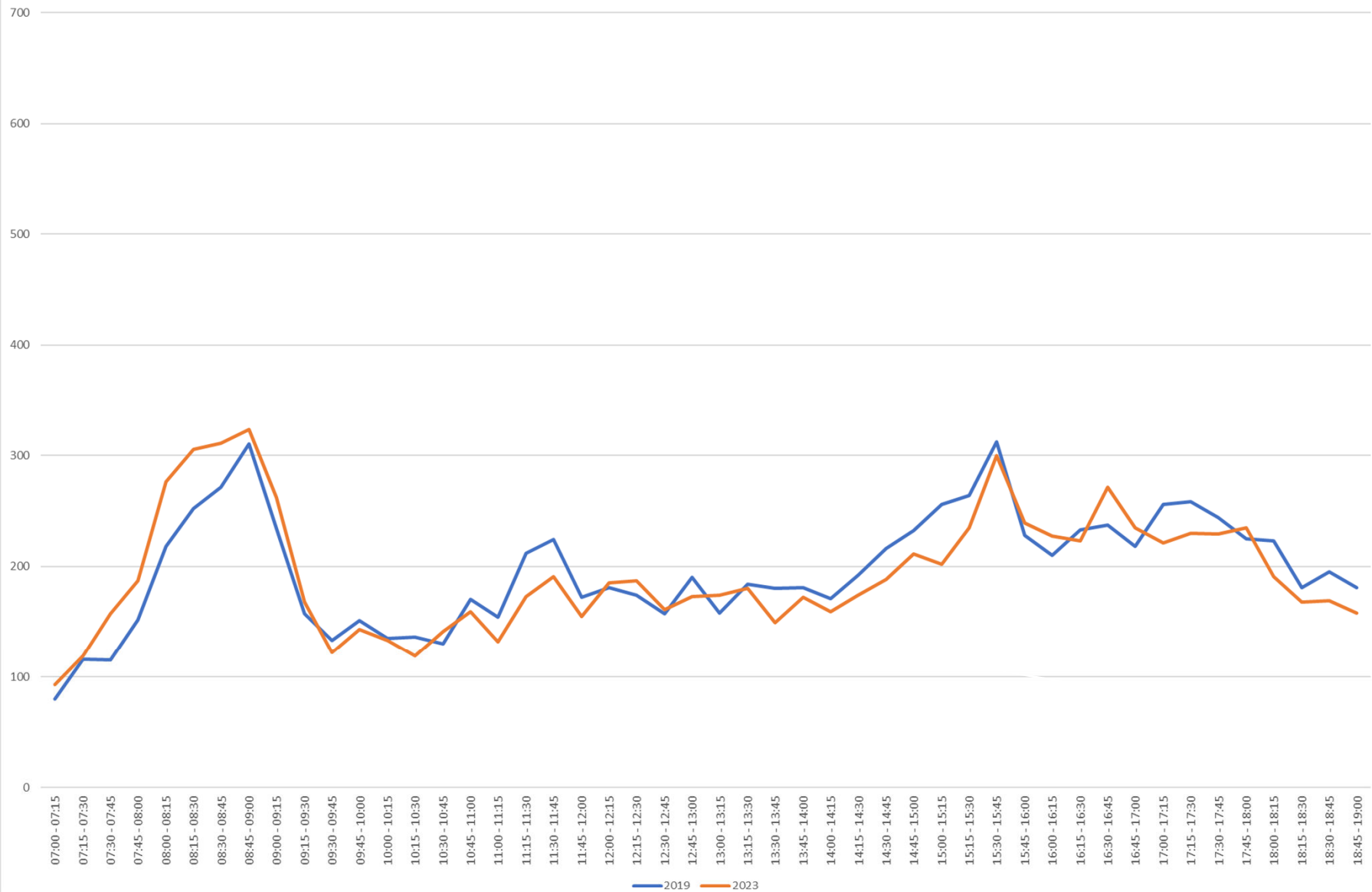


Comparison of Traffic Flows at Berse Road Roundabout - 2019 vs 2023

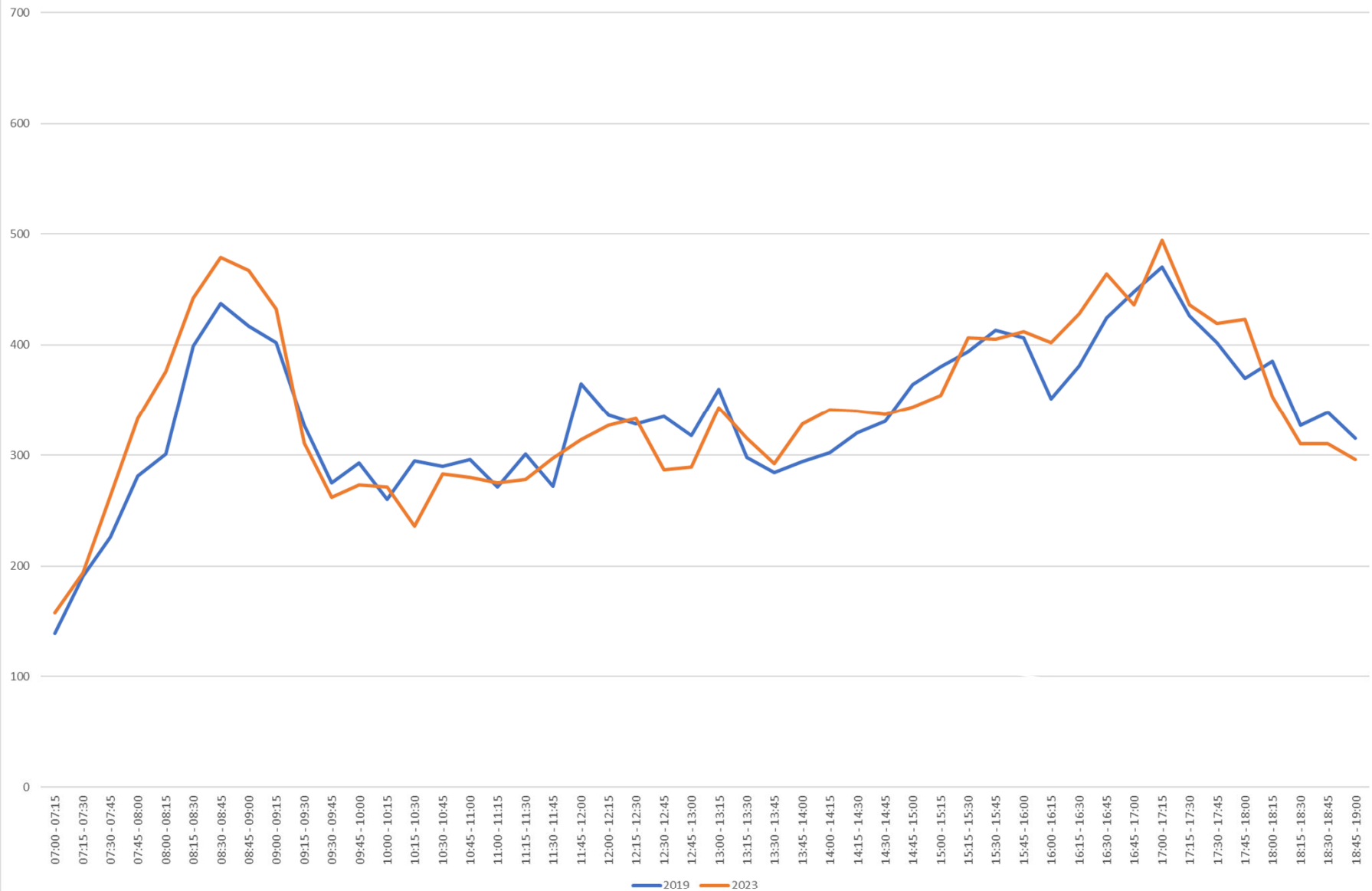


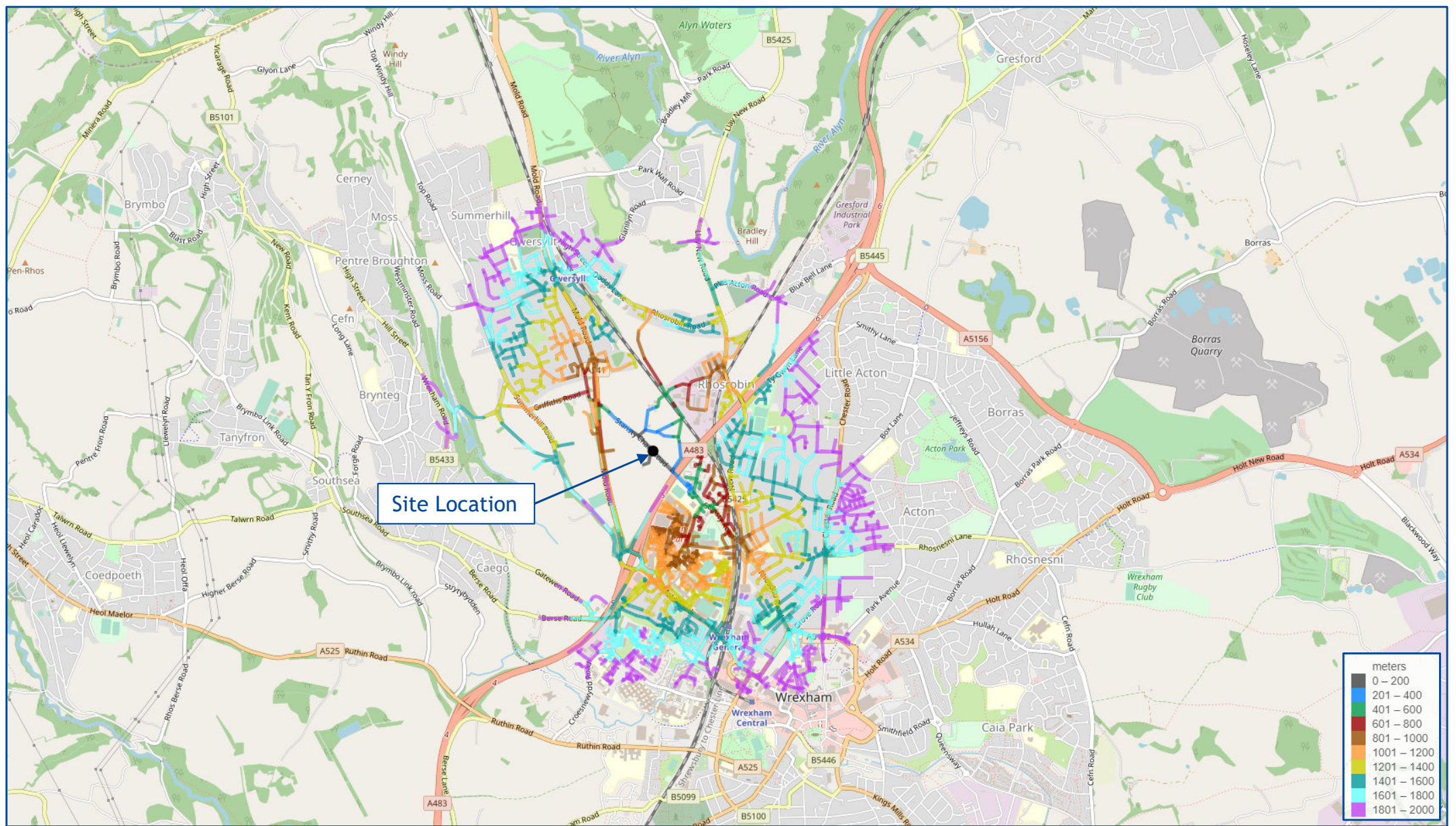


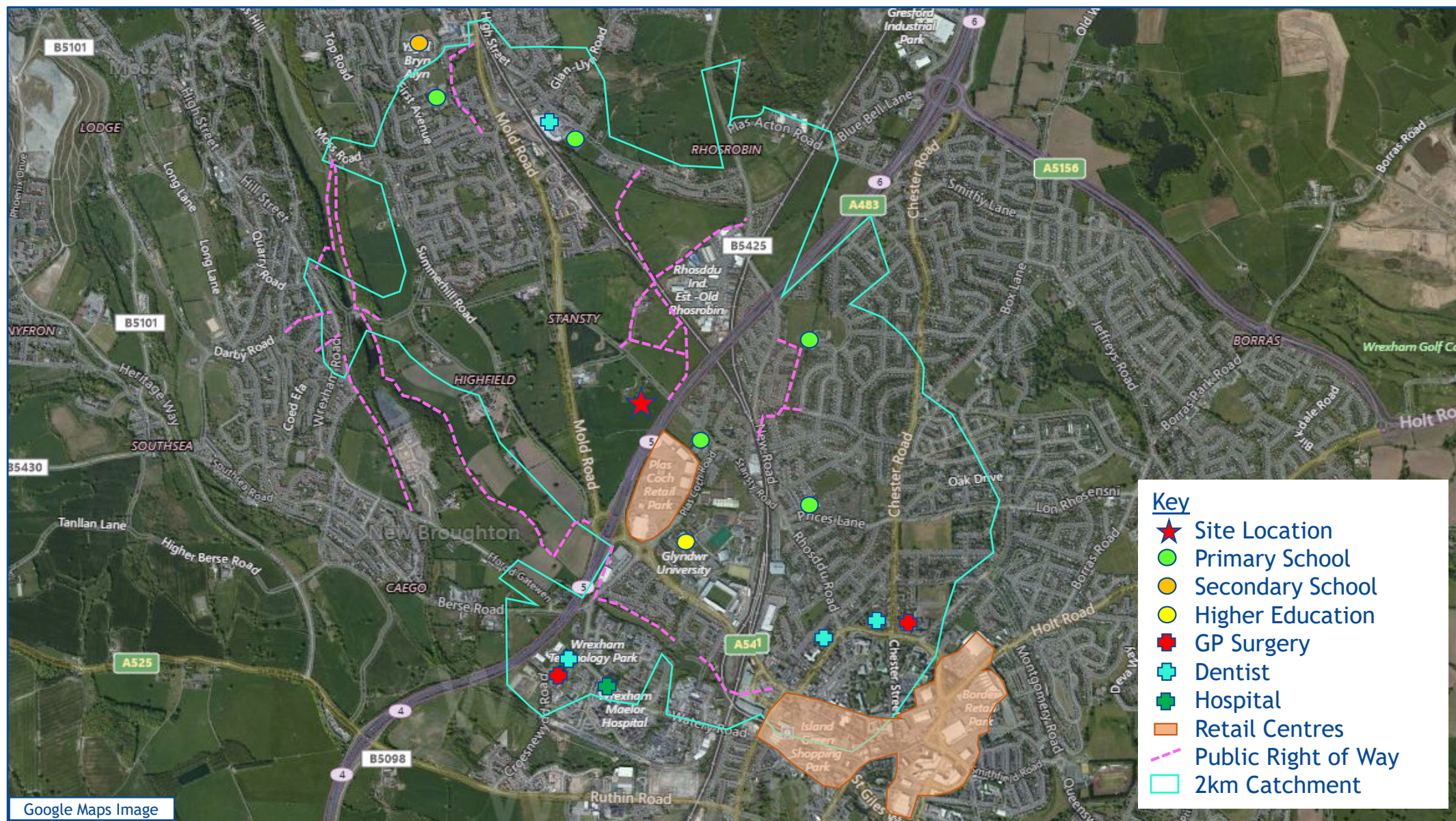
Comparison of Traffic Flows at Stansty Chain Rd/Stansty Rd - 2019 vs 2023



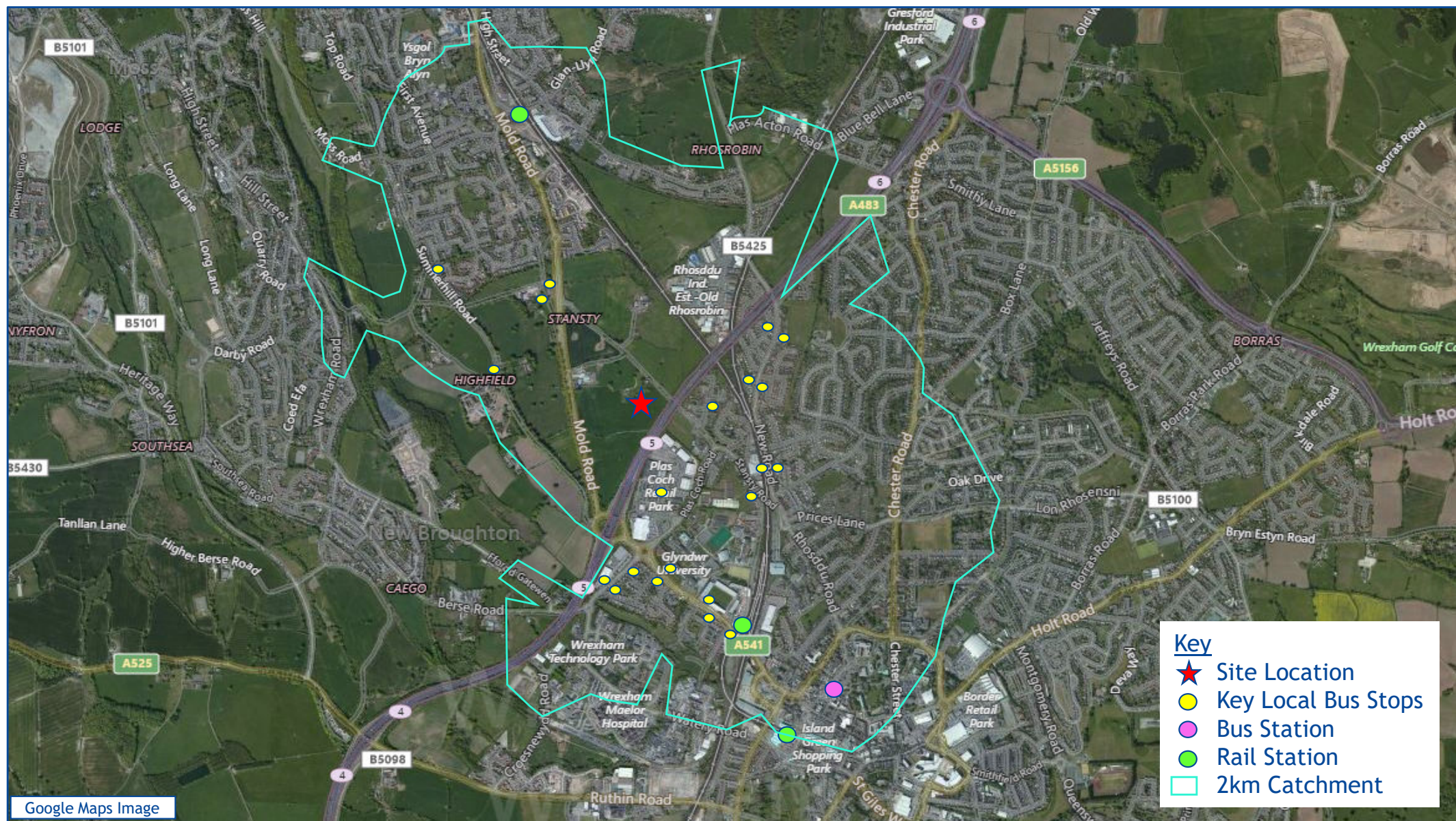
Comparison of Traffic Flows at Stansty Rd/New Rd - 2019 vs 2023







Google Maps Image



Google Maps Image