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Our ref:

Your ref: P/2016/00189

5<sup>th</sup> October 2016

Dear Peter

**Rhosrobin residential Application P/2016/00189**

Further to the receipt of your formal response, dated 23 September 2016 to planning application P/2016/00189, please find our response detailed below. It is understood that the highway authority are unable to support the proposed application due to the perceived impact on the following junctions:

- B5425/ Rhosrobin Road; and
- B5425 New Road/ Price's Lane/ Stansty Road.

It should be noted that despite our best efforts we have been unable to arrange a meeting with you to discuss your highway response to the above application.

B5425/ Rhosrobin Road

It is understood that you have concerns with regards to the ability of traffic to egress Rhosrobin Road and turn right onto the B5425 Llay Road. We have not observed significant queuing at this junction and a queuing issue is not reflected in the modelling results.

It is worth noting however that given the junction proximity to the Plas Acton Road/ B5425 junction, right turning out of Rhosrobin Road will benefit from increased gaps in traffic resulting from the implementation of the traffic signal control mitigation scheme downstream and the upstream interrupter created by the proposed site access junction.

It is therefore considered that the proposed development will not have a material impact on the junction's operational performance and that the proposed mitigation at the junction of Plas Action Road/ B5425 coupled with the site access proposal may offer betterment to the junction's perceived operational performance.

# B5425 New Road/ Price's Lane/ Stansty Road

The highway comments received specifically reference the impact of the development on the capacity of the Stansty Road/Price's Lane/ Rhosddu Road junction and states that the development has an adverse impact at this junction.

For ease of reference the results of the operational capacity assessments are presented below.

**Table 1: B5425 New Road/ Price's Lane/ Stansty Road – PICADY Results**

| Scenario                | Arm                         | AM Peak Hour |       | PM Peak Hour |       |
|-------------------------|-----------------------------|--------------|-------|--------------|-------|
|                         |                             | RFC          | Queue | RFC          | Queue |
| 2021 Base               | Stansty Road – left & ahead | 0.77         | 3     | 0.95         | 9     |
|                         | Stansty Road – right        | 0.54         | 1     | 0.54         | 1     |
|                         | B5425 Rhosddu Road          | 0.48         | 1     | 0.43         | 1     |
|                         | Price's Lane                | 0.58         | 1     | 0.56         | 1     |
|                         | B5425 New Road              | 0.66         | 2     | 0.71         | 2     |
| 2021 Base + Development | Stansty Road – left & ahead | 0.79         | 4     | 0.99         | 13    |
|                         | Stansty Road – right        | 0.58         | 1     | 0.56         | 1     |
|                         | B5425 Rhosddu Road          | 0.49         | 1     | 0.44         | 1     |
|                         | Price's Lane                | 1.18         | 23    | 0.58         | 1     |
|                         | B5425 New Road              | 0.64         | 2     | 0.72         | 3     |

During the AM the impact on the junction's operational performance is limited to Price's Lane. During the PM peak the impact on the junction's operational performance is not considered to be material. We would agree that there appears to be little in the way to improve the capacity of this junction through releasing greater carriageway width. It is interesting to note that the impact of the development only occurs during the AM peak on Price's Lane, which has been the subject of traffic calming to discourage the use of the route. Any capacity improvements to Price's Lane would therefore counter the aspirations of the traffic calming and make Price's Lane more appealing as a rat-run. We strongly believe that the development proposals will not have an impact on the B5425, a key route through Wrexham and Rhosrobin; this is also reflected in the modelling results.

The small increase in traffic on the B5425 caused by the development will discourage background traffic using Price's Lane and Stansty Road i.e. rat-runners, resulting in no real increase in traffic on this route as network equilibrium occurs. Furthermore, as a result of the proposed development the level of traffic through the junction will increase by 45 two-way vehicle movements during the AM peak and 41 two-way vehicle movements during the PM peak. This equates to an increase in vehicle trips during the AM peak of 2.2% and during the PM peak of 1.8%. This is not considered to represent a material impact in traffic growth.

With regard to the findings of the model, the queue growth predictions are based on an exponential growth function within the modelling software at and beyond theoretical capacity of the junction. Therefore the predicted queues shown in the modelling results would of course never occur in practice and have to be interpreted in such a manner.

It should also be noted that the Castlemead residential application (P/2014/0870), despite being for more units did not include an assessment of the B5425 New Road/ Price's Lane/ Stansty Road junction. In fact the study area only included an assessment of the site access, despite being accessed directly off the B5425 New Road. It is accepted that this application was refused on appeal but no objection was raised from a highways perspective and highways was not cited as a reason for refusal by the Local Highway Authority or Local Planning Authority.

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Furthermore, a previous application adjacent to the B5425 New Road/ Price's Lane/ Stansty Road junction (ref: P/2008/01152) for the 'Erection of two storey office building with associated parking' was granted permission on appeal, despite the increase in traffic through the junction. As was a subsequent residential application (ref: P/2015/0812), which directly impacts on Stansty Road.

Again, no highway concerns were raised in relation to a residential application off Railway Road and Stansty Road (ref: .P/2013/0519), which also failed to examine the impact on the junction of the B5425 New Road/ Price's Lane/ Stansty Road, despite the developments proximity to the junction.

It is therefore considered that there is a precedent to allow development in Wrexham that result in additional traffic routing through the junction of the B5425 New Road/ Price's Lane/ Stansty Road, despite the junction already operating at its practical capacity. It is considered that the impact on Price's Lane, in reality, will be minimal as the route is seen as a less favourable rat-run in the future and network equilibrium occurs.

As any increase in traffic along the B5425 will result in an increase in queues and delay on Price's Lane, prioritising the operational performance of this 'rat-run' effectively prejudices any future development in Wrexham. It is therefore requested that a more pragmatic view be taken.

We would therefore welcome the opportunity to meet with you or discuss via a conference call the above opinion in order to resolve a position regarding this development proposal.

Finally on the matter of the Plas Acton Road junction with the B5425; it is understood that the highway authority now accept the mitigation works presented in drawing 074-01/GA-03, within the Transport Assessment. The proposed development will therefore fund the implementation and upgrade of the junction to a signal controlled arrangement.

Yours sincerely



Iain Miller  
Director