MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Matthew Phillips
Our Ref:	ET/DC/AO/P/2025/0640	**Your Ref:**	P/2025/0640
Date:	03/11/2025		

Town and Country Planning Act, 1990

PROPOSAL: RHYDDHAU AMOD 17 (CYNLLUN) A 20 (CYNLLUN) CANIATÂD CYNLLUNIO P/2019/092 / DISCHARGE OF CONDITIONS 17 (SCHEME) AND 20 (SCHEME) OF PLANNING PERMISSION P/2019/0923

LOCATION: LAND EITHER SIDE OF STANSTY CHAIN ROAD OFF A483 TRUNK ROAD AND A541 MOLD ROAD STANSTY WREXHAM LL11 4YF

S-278 General Arrangement Drawing (Drawing 4813-D001):

Mold Road Proposed Signal Controlled Junction

It is noted that the proposed layout for this new access junction does not match the layout presented and approved at the Outline application stage. **There ae a number of discrepancies, most relatively minor, but these should be reflected in this proposed layout.**

The drawing has an annotation on the site access arm to show “S278 Boundary”. It is unclear why this is shown to the immediate east of the proposed junction and does not pick up the full extent of the required junction works. It is also unclear why this annotation is shown on the site access arm only.

The information provided does not appear to include an independent Stage 1 or 2 Road Safety Audit of the access proposals or the proposed changes to the A483 gyratory. **This is required prior to formal sign-off.**

The existing Mold Road central reserve to the south side of the proposed site access signal-controlled junction is proposed to be significantly narrowed to accommodate the right-turn lane (into the site). The residual width of the central reserve is not confirmed or identified on the drawing. Concern exists that given the apparent narrow width of the revised central reserve, adequate lateral clearance from the offside signal head and lit bollard may not be achievable. **The LHA will therefore require a fully annotated drawing to be provided showing all key dimensions and geometric parameters, including footways and refuge islands.**

The LHA is aware of previous discussions to reduce the speed limit of Mold Road to facilitate the development site access junction. No detail is included in this application that proposes amending the speed limit, therefore it is assumed that the speed limit is 50mph on the proposed access

drawings. Two rows of VRS are currently provided within parts of the central reserve altered/amended by the proposals and the drawings indicate that the existing VRS is being removed over the length where the reserve will be reduced in width. **The LHA request details of the Road Restraint Risk Assessment Process (RRRAP) that should have been undertaken to confirm that a VRS is no longer required over the length where is it noted as being removed.**

The width of the proposed traffic island between the right-turn lane and offside 'ahead' lane on Mold Road is also not confirmed. As above, it is unclear if this is wide enough to accommodate a signal head and lit bollard, plus required clearance to the traffic lanes. Similarly, the suitability of the footway configuration requires signal head positions to be provided to ensure footway / cycleway width is acceptable. **The LHA require the drawing of the signal-controlled access to be amended to show signal head positions and all signal related equipment, including controller location.**

No detail is provided to accompany the proposed signal-controlled layout to identify the staging / phasing of the junction. This will have a direct bearing on the number of signal heads required and the signal head configuration. **This detail will be required to accompany updated drawings.**

A 3m wide path (presumed to be a shared footway/cycleway – although this is not stated) is shown around the south side of the proposed signal-controlled junction, from the site access arm along the kerb radius to Mold Road. At the Outline application stage this footway did not extend beyond the pedestrian crossing on the site access arm. As shown on the submitted plan, pedestrians could follow the footway around the corner (southbound) and would then be abandoned with the footway terminating. This detail should be re-designed to meet the approved outline design.

The drawing states that that the crossing over the site access arm is uncontrolled. To provide a new modern, signal-controlled junction and not provide a safe controlled crossing over the site access arm is not acceptable. **The LHA require this crossing to be signal controlled to ensure safe and convenient pedestrian provision is present**. The lack of a signal-controlled crossing over this arm is at odds with the provision of the shared footway/cycleway on the south side of the site access.

Given the shared footway/cycleway the signal-controlled crossing over the site access arm and Mold Road should be TOUCAN crossings, designed to meet the standards set out in the Welsh Government Active Travel Act Guidance, with these dimensions annotated on the drawing accordingly.

The 3m shared footway/cycleway is shown as running into the site briefly, before transitioning down to a 2m width. It is assumed that this suggests the shared provision is not continued. **This is not acceptable - continuous provision must be made through the site to tie in with the provision that was shown on the approved outline plans at the junctions with Stansty Chain Road.**

Mold Road is illuminated by means of lighting columns that are located within the central reserve and the access drawings confirm that one column will need to be removed to narrow the central reserve to create the right-turn lane. The submitted drawings do not confirm if / how the lighting column will be relocated or if replacement lighting units will be provided. **The LHA will require this to be specified.**

The above lighting column is used to mount existing roundabout ahead / reduce speed now signs for southbound drivers. The proposed sign drawings do not confirm if/how the existing are to be retained / replaced. **The LHA will require this to be specified.**

The plans show hazard warning lines will replace the current lane markings on the approaches to the proposed junction, but do not clearly show the extent of the changes or where a tie-in to the existing lane markings will be made. **This detail should be provided.**

The plan shows a solid line shown crossing the southbound traffic lanes at the location of the most northerly pair of arrow markings to diagram 1038 at the Farm shop access. It is unclear what this line represents?

The road markings shown to the north side of the proposed junction (southbound lanes) include hatching to diagram 1040.3 to the offside of the southbound traffic lanes. The existing hatching within the gaps in the central reserve end flush with the current kerb line and so the purpose of these 1040.3 markings is unclear.

There are existing gaps within the central reserve to the north of the proposed signal-controlled junction. There is signage to confirm that 'u' turns via these gaps is prohibited however it can be seen that a small yellow sign above the nearest prohibition sign above indicates that a 'u'-turn should be made to access the farm shop – presumably (although not clearly confirmed) at the roundabout located approximately 0.7km further north (it is also possible to peel off left to the next junction and turn right from Old Mold Road to return to the farm/shop).
The current layout is potentially confusing as whilst the solid edge lines and hatching imply that vehicles should not enter these gaps there are no signs or physical measures to confirm that right-turns to the farm / farm shop via these gaps are prohibited. Consequently, there is a possibility that some drivers may currently use the gaps to make right-turns to the farm shop (saving a detour of 1.7km) and may continue to do so after the proposed traffic-signal controlled junction is installed. Aside from the addition of markings to diagram 1040.3 the junction proposals drawings do not alter the existing road marking arrangements within the central reserve gaps and thus there remains a possibility that some drivers may turn right through them.

The right turn movement into the site involves what appears to be a sharp right turn. To supplement the S-278 drawing pack, the LHA will require swept-path assessments to show all permitted vehicles can safely and efficiently turn into / out of the site through this junction. It is noted that the application summary makes reference to swept-path drawings however these do not appear on the planning portal. **Swept-path drawings will be required for all access junctions and for internal movements showing a 11m Refuse Collection Vehicle.**

In general, more clarity is required on revised signage and road markings / TRO's. The central hatching within the site road approaching the traffic island at the signals is incomplete.

Further to the above, it is unclear if a TRO is proposed to preclude U-turns at the proposed signal-controlled junction. **This should be confirmed.**

Stansty Chain Road:
The development accesses off Stansty Chain Road form a crossroads. There is a likelihood that crossing movements will be made between the two development areas by drivers including delivery and refuse collection vehicles etc and also drivers from the eastern site passing through the west to reach Mold Road where they can turn right at the signal-controlled junction. The potential exists therefore that the minor to minor arm movement could be the dominant movement, making this unsuitable as a cross-roads. As raised during the outline application, the LHA are not satisfied that a non-staggered crossroads is a suitable access arrangement for the two phases, given this potential cross-movement. **The LHA would suggest a staggered arrangement be considered.**

As noted above, the submitted detailed plans do not reflect details agreed or approved at the Outline application stage. The Outline permission referenced drawings in the Transport Assessment that propose a shared footway/cycleway to the south side of both arms of the site access junctions with Stansty Chain Road, with these continuing south along Stansty Chain Road. **This key detail does not appear on the submitted plans and must be included.**

Proposed Bus Stop Lay-by:
The lay-by is located on the dual carriageway where over-taking is permissible and drivers begin changing lanes on the approach to the A483 roundabout. Have the implications of a slow-moving bus exiting the lay-by been considered from a safety perspective, included via an RSA? The applicant should consider the road lighting need to be revised in any way to suit the bus stop provisions?

It is noted that at Outline application stage, the bus stop was shown as being connected internally to the wider Phase 1 site. A connection is shown on the Phase 1 site layout but it is unclear at what

point in the construction duration this connection will be available. **The LHA would require this connection to be made as early as possible in the site build-out.**

Lining and Signing Drawing 4813-D003:

This drawing shows the proposed carriageway markings for the site access arm of the new signal-controlled junction. As noted earlier, the designs must include the full extent of the junction proposals and this drawing must therefore show the full extent of the carriageway markings on this arm to the point where a centre line would start (i.e. full hatching extents, lane markings of flare lanes etc).

This drawing shows the position of the bollards required to supplement the junction design. As noted earlier, the dimensions of the central reserve and carriageway lanes are not marked or annotated and until this detail is provided together with dimensions of the proposed bollards, this detail cannot be commented on. Notwithstanding this it is noted that no keep left bollard is shown on the northbound central reserve commencement after the junction.

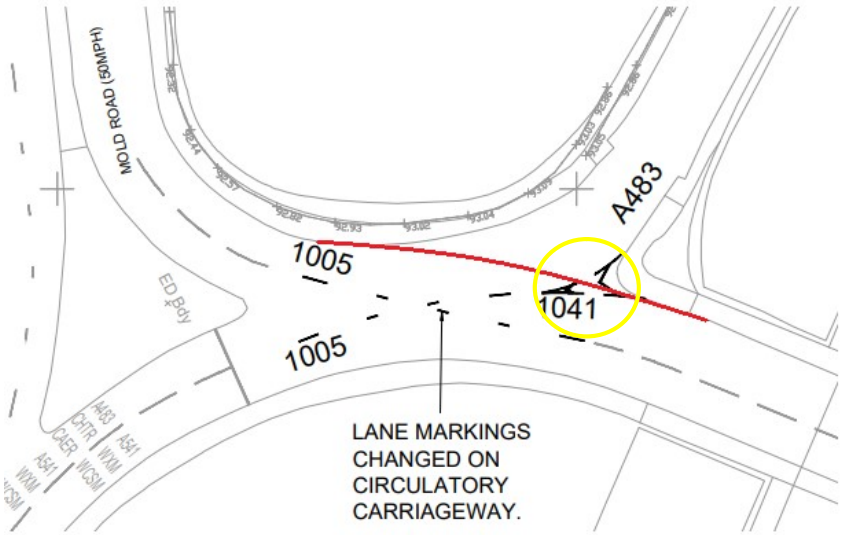
As above, in the absence of dimensions it should be noted that the guard railing shown on the new refuge area of the pedestrian crossing over the north arm of the junction, should be set back a minimum of 500mm from kerb edge.

This and the other application drawings show a slight narrowing of the southbound carriageway of Mold Road adjacent to the northbound stopline. Why is this shown?

The Hatching shown on the splitter island between the northbound ahead and right turn lane into the site is not drawn correctly and should be amended.

The submitted plan does not include any detail on 20mph speed limit signage or TROs on entry in to the site / residential estate. In either existing or proposed scenario, there will be a higher speed limit on Mold Road than the wider site area, given 20mph is the default speed limit under Welsh Government policy. **Details of 20mph signage must be provided at this site entry point.**

Improvements to the Mold Road / A483 Roundabout (Drawing 4813-D003):
The proposals are shown below and include installing hatching to diagram 1041 at the entry to the A483 northbound on-slip. A red line has been added by the LHA to highlight that the proposed hatching intrudes into the nearside lane of the circulatory carriageway and thus could be confusing for drivers heading from Mold Road towards Wrexham town centre (conflict between nearside ahead and nearside left turn shown in the yellow circle). This detail should be amended accordingly.



Also on this drawing, on the western side of the A483 gyratory, the drawing appears to incorrectly show the existing carriageway markings (between Summerhill Road and Mold Road). The drawing shows a very narrow nearside lane with a wider central lane. This does not reflect the exiting layout, nor does it appear to be a proposal (given the line colouring). The LHA require clarification on this point.

It is noted that whilst the A483 Gyratory is on the Local highway network, any changes will require sign-off by the Welsh Government / Trunk Road Agent in addition to the Local Highway Authority (LHA).

Improvements to the Plas Coch Roundabout (Drawing 4813-D003):
Similar to the above, the drawing proposes a modification to the carriageway markings at the point Mold Road enters the roundabout and the B5101 Plas Coch Road exits. Here, hatching to 1041 is proposed. This also has the potential to confuse drivers entering from lane 2 of Mold Road (marked as ahead (as existing). The proposed hatching suggests vehicles in this centre lane should exit onto Plas Coch Road, rather than enter the circulatory carriageway. This must be reconsidered.

The LHA require that existing lane markings be added to this drawing. Some but not all existing markings are shown and make the understanding of wider onward movements difficult where changes are proposed. In addition, where existing markings are indicated, incorrect detail is shown. Further to this, where the drawing does show lane markings, in several locations these do not match existing lane markings and show very narrow lane arrangements. These do not appear to be a proposal (given the line colouring).

Summary:
Based on the submitted information not being sufficiently detailed or not being consistent with drawings upon which Outline Permission P/2019/0923 refers, the Local Highway Authority cannot support this application.

KWEdwards
Contracts & engineering Manager

On behalf of Chief Officer, Environment & Technical