MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Philip Mullineux
Our Ref:	ET/DC/AO/P/2025/0697	**Your Ref:**	P/2025/0697
Date:	19/05/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: HYBRID PLANNING APPLICATION: A) FULL PLANNING PERMISSION FOR CHANGE OF USE OF WAREHOUSE TO CLASS B2 (BREWERY) AND THE CHANGE OF USE OF BUILDING TO A MUSEUM/TAPROOM/RESTAURANT/SHOP, AND B) OUTLINE PLANNING PERMISSION FOR A NEW COMMERCIAL OFFICE BUILDING, CREATION OF PUBLIC REALM AND LANDSCAPING, ACCESSIBILITY IMPROVEMENTS INCLUDING NEW HIGHWAY INFRASTRUCTURE AND PEDESTRIAN FOOTBRIDGE, PARKING FACILITIES AND COACH/TAXI DROP OFF (SOME MATTERS RESERVED) / CAIS CYNLLUNIO HYBRID: A) CANIATÂD CYNLLUNIO LLAWN AR GYFER NEWID DEFNYDD WARWS I DDOSBARTH B2 (BRAWDY) A NEWID DEFNYDD ADEILAD I AMGUEDDFA/YSTAFEL DAP/BWYTY/SIOP, A B) CANIATÂD CYNLLUNIO AMLINELLOL AR GYFER ADEILAD SWYDDFA MASNACHOL NEWYDD, CREU PARTH CYHOEDDUS A THIRLUNIO, GWELLIANNAU HYGYRCHEDD GAN GYNNWYS SEILWAITH PRIFFYRDD NEWYDD A PHONT DRED I GERDDWYR, CYFLEUSTERAU PARCIO A LLE GOLWNG I BYSIAU/TACSIS (CADWIR RHAI MATERION)

LOCATION: LAND AT WREXHAM GENERAL RAILWAY STATION, STATION APPROACH, WREXHAM, LL11 2AA

Introduction
The Local Highway Authority (LHA) provided initial comments, following which a meeting took place with the applicant's consultants and a package of further information was submitted. This response addresses the additional information.

Assessment Baseline Traffic Flows
Following initial comments on the suitability of the traffic data utilised in the assessment (dated October 2023) a series of sample traffic counts have been undertaken at the request of the LHA to confirm if the 2023 data is still representative. These counts are summarised in the additional information. A comparison of the 2026 data surveys and the original 2023 surveys show that the 2023 traffic data upon which the assessments are based is comparable with current levels. **The LHA is therefore content that the base data is suitable to inform the assessment.**

Modelled Network
The latest information states that two scenarios are assessed - the first being the Do-Minimum which assumes the current priority junction arrangement as the main access and then also a Do-Something which assumes the signal controlled layout which complements the WCBC committed Mold Road Active Travel scheme. The information states this is as per the Transport Assessment (TA) submitted originally. **The LHA requests confirmation on this point as the original TA does not appear to refer to a Do-Minimum layout?** Is this in response to the LHA request on testing a non-WelTAG scenario?

Linked to this. in the previous comments, the LHA identified that the applicant needed to split out what the impact of the development is from the WelTAG scheme, for the access junction and the junction of Central Road. This has now been included in the assessment and this demonstrates that the application scheme does not impact significantly on network performance.

Assessment Scenarios
Base with Development Scenario: This scenario is presented and the development generated traffic flows identified. However it is not clear if this also assumes the traffic movements associated with the station (Passengers / parking / buses) and indeed whether these existing flows have been included in other assessment scenarios. **This should be confirmed / clarified.**

Thew LHA note and agree that the revised assessment scenarios have been updated to remove the previously assumed Net Zero discounts on traffic levels as a core scenario and that this is included now as a sensitivity test.

Site Access
The signalisation of the junction introduces a dedicated right turn lane (into the station). The result of this is a dog-legged alignment for Regent Road (south-east bound, toward the junction with Central Road) where ahead movements have to move significantly over to avoid the right turn lane and then move back over. As requested previously by the LHA, a Road Safety Audit (RSA) has been undertaken of the proposed signal controlled access arrangement. The results of this RSA and the Designers response are included in the latest information. The RSA also picks up this concern over this alignment and identifies this as an concern. The Designers Response states that the swept-path assessment demonstrates this alignment works for large vehicles (the LHA accept this point) and then states road markings will be provided to make this clear. **Given this point is considered fundamental to the acceptability of the proposals, the LHA will require an indication of what road markings are proposed to mitigate this potential road safety issue.**

Operational Assessment
The LHA reviewed the initially submitted LinSig output included in the TA appendices and have reviewed the LinSig outputs recently provided. A number of comments raised in the initial review appear not to have been responded to or confirmed. For the avoidance of doubt, the LHA would request confirmation / updates on the following.

For the Station Approach / Regent Street junction (Do-Something):

- Is the pedestrian crossing stage included in every cycle?
- The phase minima show the pedestrian crossing over the A541 Regent Street (Phase E) with a similar minimum green to the Station Approach crossing (Phase D), when the latter is significantly longer (double).
- The intergreen following the pedestrian crossing over Station Approach crossing (Phase D) seems short given the distance involved but also in relation to the crossing over the A541 (Phase E), when the former is significantly longer (double).
- The intergreen from Phase C (Station Approach) ending to the pedestrian crossing over Regent Street starting (intergreen C to E) seems short for what is a long clearance distance and appears to only account for the vehicle to vehicle conflict distance.
- In the stage-sequence section of the output, Stage 3 (pedestrian all-red stage) is only running for 7s. As noted above, a significantly longer minimum green will be required as 7s will not allow a pedestrian to complete the crossing movement in the ‘green person’ period.

Clarification / explanations on the above are needed not only to ensure suitable and safe pedestrian provision but also to make sure that the identified Degrees of Saturation are accurate.

Summary

The LHA does not object in principle to the development, but clarification is required on a small number of points.

KWEdwards

Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical