

From: [REDACTED]
Subject: RE: Wrexham LDP
Date: 20 March 2023 15:57:37
Attachments: [image001.png](#)
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[image005.png](#)
[image006.png](#)

Many thanks [REDACTED] for your prompt response which is very helpful.

[REDACTED]

[REDACTED]

Prif Swyddog, Economi a Chynllunio
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From: [REDACTED]
Sent: 20 March 2023 15:53
To: [REDACTED]
Subject: RE: Wrexham LDP
Importance: High

H [REDACTED]

Just a couple of comments on this point.

The Inspectors Report addresses all relevant matters regarding the scale, location and delivery of houses within the plan. The report concluded that 400 units could come forward within the plan period without major redesign of A483 junction improvements. Following receipt of the report the examination has concluded and the recommendations in the report are binding.

With regards to the Roads Review it concluded that development at Wrexham can still go forward, looking at achieving a modal shift away from the private car, therefore negating the reliance on A483 junction improvements. KSS1 could be an exemplar development, maximising active travel and public transport, reducing private car usage, which can be achieved through master planning and a planning application.

In short, I would agree with your conclusion.

Bearing in mind the statutory process I cannot say anything further.

Regards

█

From: █
Sent: 20 March 2023 15:33Hi
To: █
Subject: Wrexham LDP

Good afternoon █

I hope you are well.

I am sorry to trouble you with the continuing saga of the Wrexham LDP. However, as I am sure you will probably have anticipated, we are currently experiencing a bumpy ride, 3 weeks into the 8 week process, specifically from Senior Members.

One particularly influential Member (and I will mention no names) has raised concerns about the KSS1 site and the capacity of J4 of the trunk road to accommodate the 400 housing units now allocated for the plan period. In his view, the decision of the Minister with regards to the Roads Review, which as you know, rejected the major junction improvements (at least in their current form), means that the 400 housing units planned for KSS1 cannot now be delivered, thereby making the allocation, and therefore the LDP, unsound.

Clearly, this is not our interpretation as Officers. I explained that the decision on the Roads Review came before the Inspectors issued their Final Report and furthermore, the Inspectors concluded that the 400 units could be built if the highway improvements which are 'not specific to those to be delivered by WG' ie as outlined within Redrow's TA tabled at the EiP, were delivered. The advice that Members have been given to date is as follows:

Paragraph 7.24 of the Inspectors' Report states:

*The limit on the number of dwellings constructed on the site during the Plan period would be implemented through Policy SP4 (MAC16). The references to the need for highway improvements at Junction 4, **which are not specific to those to be delivered by WG** (my emphasis), will be retained. In order to reflect the likelihood of increased delivery the housing trajectory should be altered to provide for 400 dwellings during the Plan period (MAC83).*

The wider site is identified as having the potential to deliver up to 1500 dwellings, but not within this LDP plan period. In order for this number of houses to come forward, capacity issues at the trunk road junction would have to be addressed (either through the original scheme which formed part of the 'Roads Review' proposal or more likely, a revised scheme with a greater focus on improving capacity through reducing car journeys via a sustainable transport strategy).

The Inspectors are satisfied that 400 housing units can be delivered on the site within the plan period provided that the highway improvements suggested by the developer are implemented. These include some works around the junction, **but do not amount to the major junction redesign which formed part of the 'Roads Review' proposal**. The delivery of about 400 units would make an appropriate contribution to the overall housing supply target for the plan period and for these reasons, the Inspectors considered the approach to be sound.

In short, the Inspectors have said that 400 units can be delivered **without** the major junction works of the Roads Review proposal being necessary.

I would be grateful if you could share your interpretation, which I very much hope tallies with mine!

It would be very useful for Members to receive an interpretation from an alternative source.

Kind regards



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