

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Matthew Phillips
Our Ref:	ET/DC/MZ/P/2019/0005 Rev 1	Your Ref:	P/2019/0005
Date:	15/05/2024		

**TOWN AND COUNTRY PLANNING ACT 1990
OUTLINE APPLICATION FOR THE CONSTRUCTION OF UPTO 600 DWELLINGS, WITH
ASSOCIATED LANDSCAPING, PUBLIC OPEN SPACE AND ON-SITE INFRASTRUCTURE,
WITH ALL MATTERS RESERVED EXCEPT FROM THE NORTHERN SITE ACCESS**

LAND SOUTH OF HOLT ROAD, WREXHAM

I refer to your consultation dated 18/04/2024 in respect of the above appeal.

The LHA has reviewed the updated Transportation Assessment Addendum which details updated traffic surveys and counts that have been undertaken at the following junctions in the study area:

- The Greyhound Roundabout
- The A534 / A5156 Roundabout (site access junction)
- The A534 / Industrial Estate Roundabout
- The A5156 / Borrass Park Road Junction

The surveys were undertaken in October 2023 and no assessments were taken at the Gresford Interchange or the Holt Rd/Holt Street/ Tesco Roundabout.

The submitted survey data shown within figures 2.1 and 2.2 demonstrate that all but one of the total flows recorded remained around the same level or witnessed a slight reduction. However, the total flows at the site access junction actually increased in 2023 increasing from 3267 to 3332 in the PM peak, an increase of 65 trips.

For the most part, the straight on movements between the strategic network of the A483 and the Industrial Estate seem to have remained around the same level or witnessed a slight reduction (excepting one detailed below), however many of the turning movements have increased in volume to a certain extent. There has been a slight change at the site access junction in relation to the operation of the Euro Garages site which has seen increases in vehicles accessing and egressing the site, which are mainly likely to be pass by trips on the network for fuel or food.

At the Greyhound Roundabout there have been several minor increases in trips, the most significant of these seeing an increase from Dean Rd to Cefn Rd of 206 to 247 in the AM peak hour and the return movement in the PM peak hour increasing from 219 to 265.

At the Borrass Park Road roundabout there have been some increases in turning movements, the most significant A5156 southbound turning right onto Borrass Park Road (124 to 156), Borrass Park

Road turning left northbound onto the A5156 (200 to 230) in the AM peak and the A5156 southbound straight on from 803 to 861 in the PM Peak.

At the Borrás Hall Lane roundabout the changes in the AM and PM peaks were very minor.

In light of the fact that the largest difference in flows is 65 trips, it is considered that the updated traffic flow survey data is relatively similar to the previously submitted traffic flow data and can be seen as generally comparable.

It is the LHA's view that the previously submitted comments as set out by Claudia Currie on the 24th April 2020 are therefore still representative for the appeal.

A handwritten signature in black ink, appearing to be 'J. Currie', written in a cursive style.

Chief Officer, Environment & Technical