

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/MM/P/2020/0649	FAO:	Mared Rees-Jones
Date:	9 th July 2021	Your Ref:	P/2020/0649

Former Brymbo Steelworks.

Outline application for 300 dwellings, school, 1394 sq.m of retail, 372 sq.m A3, 465 sq.m D1.

Further to your consultation dated 25/06/2021 in respect of the Brymbo Highway Impact Summary submitted in support of the above application, I comment as follows:-

A further technical note, The Highway Impact Summary has been received in support of the Former Brymbo Steelworks development. This follows a meeting held on 15/06/2021 between PJA, Brymbo Developments Ltd (BDL), Wrexham Council (WC), Welsh Government (WG), Mott MacDonald (MM) and the respective legal representatives. The Highways Impact Summary provides further information on the actual expected impact of the development on A483 Junction 4 and considers the effects of the development in real terms.

Traffic Impact on A483 Junction 4

Further to the previously submitted Transport Assessments, this document shows that many trips from the Brymbo development will avoid A483 J4. It can now be shown that in the A483 SATURN Model the traffic on this route does not use J4.

The percentage and volume of total development trips predicted to use J4 is shown to be low. It is noted that the trip generation estimate would be further reduced if the effects of increased home working, peak spreading or the interception of retail and school trips by new facilities on-site. The impact on the A483 J4 in 2030, assuming no improvement works have taken place, is expected to be 0.7% in the AM peak and 0.6% in the PM peak, equating to one vehicle every 3 minutes in the peak hours. An assessment of the impact of the additional traffic on each movement of A483 J4 has been assessed, with the greatest impact being queuing of 5 or 6 additional vehicles on the A525 arms of the junction.

It is agreed that this level of impact is minimal and not sufficient to warrant refusal of permission for the development.

Development Trajectory

An estimated housing development trajectory has been provided, assuming two developers completing 40 dwellings per year as a maximum build rate. This is agreed to be a realistic assumption. At this rate of development by 2024-2025, when the J4 improvement is expected to be completed 200 dwellings would be complete, producing 14 trips in the AM peak and 13 trips in the PM peak.

Conclusion

It is agreed that the realistic level of traffic generated by the development that will use Junction 4 is minimal relative to the existing traffic levels and that any traffic impact will be limited to a short period of the day. It is also accepted that the impact is expected to be temporary due to the expected improvement of A483 J4.

The development trajectory now submitted provides reassurance that the traffic impact will be further reduced prior to the expected improvement works at A483 J4.

I am content that the expected impact of the development on A483 J4 is not sufficient to justify refusal and that the concerns on highways grounds have been addressed.

A handwritten signature in black ink, appearing to be 'R. Owen', is written on a light blue rectangular background.

Chief Officer, Environment & Technical