

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Mared Rees-Jones
Our Ref:		Your Ref:	P/2020/0649
Date:	19 th November 2020		

Former Brymbo Steelworks.

Outline application for 300 dwellings, school, 1395 sq.m of retail, 372 sq.m A3, 465 sq.m D1

Further to your email / consultation dated 19/11/2020 in respect of the above, I comment as follows:-

This application for “Brymbo Lite” is for a reduced version of the Brymbo Park scheme previously reviewed as application P/2019/0546. This reduced scheme includes 300 dwellings on the eastern part of the Brymbo Park site as well as the school, retail and other land uses detailed in the earlier application.

Traffic Generation

It is noted that while permission is sought for 300 dwellings, the trip generation calculations have been undertaken based on 350 dwellings. This will provide a robust assessment. It is also noted that the residential trip generation is based on observed trip rates from existing neighbouring housing sites without local facilities. As these facilities are proposed as part of this development the need for some vehicle trips from the development may be reduced, thus reducing the impact on the immediate road network. However, as existing local facilities are available in neighbouring villages it is not expected that there would be any significant reduction in traffic on the A525/Heritage Way and A383 Junctions which do have some existing intermittent peak hour congestion.

Phoenix Drive

The proposed access points from Phoenix Drive are acceptable in principle, but further details of these as well as any proposed alterations to Phoenix Drive will be required at the reserved matters stage.

A525/Heritage Way Junction

The A525/Heritage Way Junction is already over capacity on the A525 right turn into Heritage Way in the PM peak and this would be expected to worsen with additional traffic from new developments.

The proposed signalisation is shown to more than mitigate the traffic generated by this development so that the development has a positive overall impact on the junction. The overall impact of the proposal on this junction is therefore considered acceptable.

However, the junction will remain very close to capacity, such that delays may still occur on the A525 westbound at peak times.

A484 Junction 4

A483 Junction 4 is already over capacity at peak times and the future year modelling presented in the TA shows that severe congestion would be expected without intervention. However, a proposed junction upgrade by Welsh Government is to be considered in January 2021, and if approved is expected to be completed in 2024.

The junction at present would not operate well with any increase in traffic, but it is expected that the full development traffic will be accommodated after the upgrade has been completed. It would therefore be preferable to delay the addition of new traffic until after the work on the junction is complete.

Development Phasing

The key highway concern is the ability of A483 Junction 4 to accommodate additional traffic prior to the major upgraded occurring and it will be necessary to control the rate of development in the years before the junction upgrade is complete.

Assuming typical rates of construction for dwellings in North Wales (42 per annum as agreed at the recent LDP Hearing) and that the junction upgrade is completed in 2024 as expected, even without any construction restriction it is considered unlikely that the site would be fully occupied before Junction 4 is upgraded.

It is recommended that details of the proposed development phasing be submitted and agreed prior to full permission being granted, to ensure that the rate of development in the first few years can be appropriately controlled if necessary.

Conclusion

In principle, there are no highways objections to the scheme once the planned upgrade of A483 Junction 4 is complete, but there are some concerns about allowing significant levels of development prior to this.

Therefore there are a number of conditions to be implemented should you be mindful to grant planning consent:

- A detailed construction phase plan to be submitted to the Planning Authority to establish the trigger point beyond which beneficial occupation of further residences will not be allowed
- Implementation of the proposed signalisation of the A525/Heritage Way junction will be required to enable the development to proceed.
- Further details of the proposed access points and any design alterations to Phoenix Drive will be required at a later date when reserved matters are considered.
- A section S278 agreement will need to be entered into and the Safety Audit process will need to be followed for all the proposed highway alterations



Chief Officer, Environment & Technical