

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2023/0674 Rev B P/2023/0624 & P/2024/0206	Your Ref:	P/2023/0674, P/2023/0624 & P/2024/0206
Date:	28/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

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BRYMBO IRON AND STEELWORKS HERITAGE CENTRE NEW HIGH STREET BRYMBO WREXHAM

*and others as listed above.

BRYMBO IRON AND STEELWORKS HERITAGE CENTRE NEW HIGH STREET BRYMBO WREXHAM

Grid Ref: E 329497.5 N 353516.38

This highway response applies to the following applications considered collectively:

P/2023/0624 Machine Shop

P/2023/0674

P/2024/0206 for the carparking arrangements

I write further to our previous Highways response dated 21st June 2024, and receipt of the updated Proposed Car Park layout 17003 BMS-TACP-S-XX-DR-A-710 Rev P8 that omits the Overflow Car park

The principles of our Revision A response remain, in that we have no objection to the proposal from a highway perspective subject to:

1. The accesses are acceptable as long as the declared visibility splays are provided and maintained. The first 10m should be hard bound to avoid gravel overspill onto the highway, and

falls are away from the public highway avoiding rainwater running onto the highway. Gates should only be placed a minimum of 5m beyond the main public highway.

2. On site car and cycle facilities are available and the omission of the overflow car park simply reduces the total occupancy of the site available for events.
3. Should the Council be minded to approve the above applications, we request a Prior to First Use Condition be introduced relating to provision of an amended Events Management Plan for our approval in sufficient time, and this should include:
 - Commitment to liaise with the highway authority prior to any events to agree appropriate traffic management is in place to ensure that the highways are kept freeflowing.
 - Emergency Procedures should be included within the Events Management Plan
 - Role of and training of Marshalls/Wardens directing traffic to ensure traffic doesn't build up on the road.
 - Demonstration on anticipated footfall, and resultant traffic, including management of the same.
4. Should you be minded to approve these applications we would also request provision of a Construction Traffic Management Plan committing to dust suppression, wheelwashing and keeping the highway clean and clear of debris. Turning facilities on the site should be provided to avoid HGV reversing onto or off the highway. There appears to be enough on site space for parking, loading and offloading, and the entrances are already formed.

Additional notes for reference include:

The Transport Statement states that the LPG guidance maximum parking provision is unlikely to be reached or exceeded.

The level of parking demand assessed within the TA for cars is accepted. Changing facilities are available to support staff cycling and spaces are available with hoops for locking

The proposal for the drop off locations for coaches is acceptable given the forward visibility and on the understanding it is purely for drop off and collection. Coach parking is available at the Brymbo Sports and Social Club. Any events should be managed by competent stewards trained in shepherding traffic and pedestrians.

It is noted that the coach arrangements is a temporary situation in advance of future anticipated proposals on the opposite side of the road, all part of the redevelopment of the former steelworks site including a new school.

Should the temporary drop off solution not prove satisfactory, then the applicant should consider designing and building an additional dedicated exit for coaches leaving the overspill car park, or turning space within the former overspill carpark subject to the necessary ecological surveys etc..

It was confirmed in our meeting that the southern entrance is proposed to be bollarded, and only infrequently used for staff loading or unloading. Users will be familiar with the junction arrangement and briefed to wait in the event of a coach parked up and obstructing the entrance for short periods of time.

Entrance proposals:

Visibility splays at the Duck Pond access will need to be improved from the existing, and the proposed visibility splays show planting to be cut back. The dimensions shown are acceptable and we accept the 30mph speed limit used and the provision of 43m splays set back 2.4m

The existing entrance on New High St is proposed to be maintained as an occasional entrance. Visibility at the main New High St entrance is acceptable

Proposals for Refuse collection are by private arrangement (as confirmed in the site meeting in May). Reason: The distance for reversing is beyond that normally accepted by WCBC's refuse collection team.

We would also ask that the first 5m of the accesses beyond the highways boundaries are surfaced in a hardbound material and either fall away from the highway or incorporate aco drains or similar provision, avoiding surface water discharging onto the highway.

Any gates should also be set back a minimum of 5m from the main carriageway.

Conclusion

We have no objection to the above proposals from a highways perspective, and look forward to receiving the amended EMP prior to occupation and CTMP for approval prior to commencement of main construction works, assuming the applications are approved.



Chief Officer, Environment & Technical