

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2023/0674 Rev A P/2023/0624 & P/2024/0206	Your Ref:	P/2023/0674, P/2023/0624 & P/2024/0206
Date:	21/06/2024		

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

I refer to your consultation / email dated 09/10/2023, our previous response 7th May 2024, subsequent site meeting to review and the following updated information provided:

- TACP drawing: 17003BMS/TACP-s-XX-DR-A 710 Rev P7 Proposed Car Park, and
- WSP 70063070-SK01-220524 Rev P02 Swept Path Analysis Plan
- Events Management Plan (Brymbo Heritage Trust Parking Scheme)

This application as described in the Planning Application form includes:

A Visitor interpretation area refurbishment of existing building, refurbishment of a Pattern Shop, storage containers 2 x 40ft containers, 1 x 20ft containers and canopy structure arrangement for the Virtual Reality experience, stage, Small scale brewery, new toilet block and external repairs to foundry, charging walls, blast colliery, and furnace and cupolas.

This response also applies to the following additional applications which have been considered collectively from a highways perspective:

P/2023/0624 Machine Shop

P/2024/0206 for the carparking arrangements

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.

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.

We request the Events Management Plan be updated as follows prior to commencement of the works:

- 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.
- Temporary arrangement and bollards will be arranged with Highways

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

Should you be minded to approve these applications we would also request provision of a Construction Management Plan committing to dust suppression, wheelwashing and keeping the highway clean and clear of debris. There appears to be enough on site space for parking, loading and offloading, and the entrances are already formed.

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 and CTMP for approval prior to commencement, assuming the applications are approved.

A handwritten signature in black ink, appearing to read 'R. Kelly', is positioned above the title.

Chief Officer, Environment & Technical