MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/AC/P/2026/0018	**Your Ref:**	P/2026/0018
Date:	06/06/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CHANGE OF USE OF LAND FOR USE AS ELECTRIC BIKE TRACK (INCREASE IN MEETS FROM 14 TO 30) AND CREATION OF CAR PARK / NEWID DEFNYDD TIR I'W DDEFNYDDIO FEL TRAC BEIC TRYDANOL (CYNNYDD MEWN CYFARFODYDD O 14 I 30) A CHREU MAES PARCIO

LOCATION: LAND NORTH EAST OF, BRYMBO ROAD, BRYMBO, WREXHAM, LL11 5LS

The Local Highway Authority (LHA) has reviewed the submitted application, including the application form, supporting statement, and accompanying site location and block plan.

The proposal seeks permission for the creation of a car park to serve an outdoor bike track, alongside an increase in the number of organised events from 14 to 30 per year. The site is currently accessed via an unpaved priority junction onto Brymbo Road. At this location, Brymbo Road is narrow and rural in character. Whilst the road is subject to the national speed limit (60mph), it is acknowledged that, given its alignment and condition, vehicle speeds are likely to be lower in practice.

The LHA considers that the proposal represents an intensification of use of the site, by virtue of the increased number of organised events and associated vehicle movements. Whilst the supporting statement refers to the provision of parking and improvements to highway safety, insufficient detail has been provided in respect of parking provision. In particular, the submission does not clearly identify the total number of parking spaces to be provided, nor how these spaces will be laid out and marked within the site.

Furthermore, the submitted drawings do not illustrate the proposed geometry of the site access and fail to demonstrate that adequate visibility splays can be achieved at the junction with the public highway. This information is essential to ensure that safe ingress and egress can be achieved.

Parking Provision

- Confirmation of the total number of parking spaces proposed, including any disabled provision.
- A detailed layout plan clearly showing the arrangement, dimensions, and marking of all parking spaces. Parking should be designed in accordance with the Council's requirements as set out in *Local Planning Guidance Note 16: Parking Standards*.

Access and Visibility

- A scaled plan demonstrating the proposed access arrangement, including appropriate visibility splays in both directions.

- Visibility splays should be provided in accordance with the relevant highway design standards and must be kept free of obstruction.

Conclusion
Whilst the LHA does not object to the proposal in principle, in the absence of the above information, it is not possible to fully assess the highway impact and safety implications of the development.

Accordingly, further information is required to demonstrate that the proposal would not result in an unacceptable impact on highway safety, particularly having regard to the intensification of use associated with the development.



On behalf of the Chief Officer for Environment and Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North &

Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.