MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/DB/P/2026/0323	**Your Ref:**	P/2026/0323
Date:	8 October 2026		

TOWN AND COUNTRY PLANNING ACT, 1990

PROPOSAL: RHYDDHAU AMOD 5 (TIRLUNIO), 7 (CYNLLUN RHEOLI DIGWYDDIADAU), 12 (BIOAMRYWIAETH) A 13 (CYNLLUN RHEOLI PARCIO CEIR) CANIATÂD CYNLLUNIO P/2024/0206 / DISCHARGE OF CONDITIONS 5 (LANDSCAPING), 7 (EVENTS MANAGEMENT PLAN), 12 (BIODIVERSITY) AND 13 (CAR PARKING MANAGEMENT PLAN) OF PLANNING PERMISSION P/2024/0206

LOCATION: BRYMBO IRON AND STEEL WORKS, NEW HIGH STREET, BRYMBO, WREXHAM, LL11 5AX

The Local Highway Authority acknowledge receipt of information relating to discharge of planning conditions linked to P 2024/0206 and note as follows

Conditions 5 & 12– Landscaping & Net Biodiversity details – No Highways comments required

Condition 7 & 13 – Events Management Plan:
Enforcement of no parking on the New Link road fronting the site should be more strongly considered to ensure:

1) Visibility splays are not comprised
2) Bus stop drop off areas should only be for dropping off in the bell mouth adjacent the machine shop entrance, and then buses should move on immediately to the visitor centre car park (review comments during the planning application consultation period)
3) There is no parking in the road.

Is this facility already in operation (at risk) and is any existing informal data available?

Can signage be provided reminding bus drivers to drop off and immediately move on.

Will collection be at the same location on the same side of the road? The narrative only refers to ‘same procedure’ in reverse.

Volunteers assisting in traffic management should have appropriate competency.

There are no references to Emergency Procedures and how emergency vehicles could be given immediate priority access to areas of the site.

The proposals are lacking detailed assesments, but they may be adequate. Perhaps a temporary permission could be granted, and how they perform in reality could be monitored over a year. The main concern is maintaining safe access along the main road with no parking obstructing accesses. If obstructions are experienced, a temporary permission could be rescinded, or renewal refused.
when need in isolation the Events Management Plan should ideally be amended to strengthen

1 Parking demand calculations (however this has been considered during planning approval so is not of concern)

2 Trigger points for overflow parking – referred to in narrative but should be defined and clearly identified in a table as drafted below in figure 1.

3 Overspill controls

4 Accessible parking arrangements

5 Emergency procedures

6 Monitoring and review arrangements

Figure 1

Attendance	Main car park		Enterprise centre	Marshalls required
Up to 150	Yes	No	No	0
150-300	Yes	Yes	No	2
300-600	Yes	Yes	Yes	4
600+	Yes	Yes	Yes	6-8

Summary relating to conditions 7 & 13

The information provides lack clarity and a scientific approach, but the level of visitors may be unknown.

Emergency procedures, methods of enforcing and controlling traffic, volunteer training for management of events vehicles should all be further defined
Provision of cones and signage provision along the New Road outside the site is worth considering, with some further clarity,
Liaison in advance with the Local Highways Authority for big events should be referred to also, even if for information only.

Would a temporary renewable permission be feasible, that is reconsidered after 12 months.



On behalf of Chief Officer, Environment & Technical

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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 / 171 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.