

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Matthew Phillips
Our Ref:	ET/DC/DB/P/2024/0155 Reconsult 2	Your Ref:	P/2024/0155
Date:	31/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

GOSOD A GWEITHREDU SYSTEM STORIO YNNI, YN CYNNWYS UNEDAU STORIO YNNI, IS-ORSAF, MYNEDIAD I'R SAFLE, CYSYLLTIAD CEBL, TIRLUNIO AC ISADEILEDD ATEGOL / INSTALLATION AND OPERATION OF AN ENERGY STORAGE SYSTEM (ESS) INCLUDING ENERGY STORAGE UNITS, SUBSTATION, SITE ACCESS, CABLE CONNECTION, LANDSCAPING AND ANCILLARY INFRASTRUCTURE

LAND NORTH OF BRONWYLFA ROAD RHOSTYLLLEN WREXHAM

Grid Ref: E 330144.11 N 348671.39

Introduction

The initial consultation was dated 13/03/2024 in respect of the above apparatus and infrastructure to land between Bersham Cricket club and the A483 to the north of Bronwylfa Road / B5097. The site comprises of two parcels of land: the main development site and the neighbouring field to the west, which will provide access for abnormal loads only on a temporary haul road.

An existing vehicular access for the main portion of the site is located along the boundary with the B5097. The B5097 is a classified road subject to a 50mph speed limit along the frontage of the site.

The unnamed road running north to south is a narrow rural lane subject to National Speed limit

Updated Response:

I refer to the applicant's response in the form of an email dated 20th December 2024, and enclosed documentation including:

1. Wynns Legacy 16 Axle SPA Rev 0 including, Swept Path analyses,
2. Highways DC Innova Response statement
3. Construction Compound layout Type B_P01.

This information was provided in response to the LHA consultation response of the 11th Dec 2024.

Traffic Generation: Comments noted

CTMP Comments, using the same reference numbers for ease of reference:

1. Swept Path analyses provided are noted and the comment regarding Wynns historic experience for larger vehicles navigating the Croesfoel Interchange Roundabout are accepted.
2. Will the AIL haul road be closed to all other normal construction traffic at its access point with the B5097? As it accesses onto a junction of a classified road with 50mph speed limits, it should only be used for escorted loads. We accept the applicants comments that "the primary vehicle access point for the construction phase will be provided at the existing access off the B5097"
3. As suggested, a detailed CTMP specifically relating to the crossing of the un-named road should be provided pre commencement, which can be conditioned. This document should consider:
 - a. Traffic management, including ideally, traffic lighting control, that operate when the site gates and or site is operational.
 - b. Any gates should be set back and linked to the lights
 - c. Illumination
 - d. Hard surfacing extending into the site and along the haul road. This should be adequate for the proposed AIL
 - e. Drainage should be considered
 - f. Advanced signage and traffic calming along the highway. (All signage to be bilingual, welsh above English)
 - g. Speed restrictions for both site vehicles and highway traffic.
 - h. Vehicle and road cleaning strategy

- i. Visibility splays and consideration of traffic.
- 4. Cable Routing options: Regarding our concern over long term road closures, we acknowledge that other routes are preferred, and that a separate planning application will be made for the cabling in due course.
- 5. Haul Road drainage: We request a pre commencement condition be applied that both the Local Authority Flood Officer and Local Highway Authority need to approve a detailed proposal of the haul road drainage to be satisfied that there is no risk posed to the highway network
- 6. The final CTMP to be approved Pre-commencement will provide further details such as waiting points off the public highway for deliveries. A system of booking deliveries avoiding obstructions in the highway would be supported.
- 7. The abnormal loads delivery procedure should be agreed with The LHA and can be conditioned, in advance of commencement of the works. The exact mechanism for the agreement can be agreed and should consider the following:
 - a. Inspection of the route for adequacy prior to the first AIL and completion of any remedials to facilitate the abnormal loads (and increased frequency of other HGV's). A dilapidation survey should be completed for comparison on completion. The route is from the A 483 to the site, including site accesses.
 - b. Post completion inspection and repairs, in consultation with the LHA inspector. The applicant should inspect and carry out any repairs after each Abnormal Load delivery (assuming there is some considerable time between each).
 - c. Any works should be completed by suitably qualified competent contractors
 - d. An appropriate mechanism for carrying out inspections should be agreed in advance with the team in highwayroadworks@wrexham.gov.uk. There will be charges/costs associated with these inspections which should be by the applicant in advance of commencement.

Points 8,9 & 10: Agreed/Noted

Accesses: Visibility splays for the main construction access are accepted. As noted above, the haul road access of the B5097 is only for occasional abnormal load delivery. Access should be restricted at all other times given the geometry and location of the access on a fork.

Emergency Procedures and Disaster Management:

Has the applicant considered any highway implications for emergency procedures during commissioning and operation?



On behalf of The 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 asked 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 from 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.