

# MEMORANDUM

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|-----------------|----------------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Economy & Planning |
|                 |                                        | <b>FAO::</b>     | Matthew Phillips                 |
| <b>Our Ref:</b> | ET/DC/DB/P/2024/0155                   | <b>Your Ref:</b> | P/2024/0155                      |
| <b>Date:</b>    | 9/12/2024                              |                  |                                  |

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## 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 RHOSTYLLEN WREXHAM

Grid Ref: E 330144.11 N 348671.39

I refer to your consultation / email 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.

An existing vehicular access for the main portion of the site is located along the boundary with the B5097.

The following documentation has been considered within this highways appraisal.

- Proposed Site Plan V13
- Stantec Transport Statement dated Feb 2024

- Stantec Design and Access Plan dated Feb 2024
- Stantec Construction Traffic Management Plan dated Feb 2024

## Traffic Generation

The traffic generated by this land use when complete is noted as approximately 2 nr two way trips per month which is not considered to create any significant increase to the local highway network as there is only a very low requirement for maintenance traffic. (This does seem a very low requirement given the complexity and scale of equipment involved? Can this be verified please?)

The construction traffic during the development does warrant careful consideration, in particular the abnormal loads, haul road proposal and details within the Traffic Management Plan submitted for consideration.

Ordinarily, a Construction Traffic Management plan is something for which detailing can be conditioned, however, as the abnormal vehicles are so exceptional, the LHA requires some level of further clarification on:

- the routes between the A483 and the site, including provision of swept path analysis at the roundabout of the Croesfoel Interchange, and two junctions either end of the B5098 leading to the B5097,
- The CTMP notes there are 6nr abnormal loads, however, further information on the scheduling, duration and timescales of deliveries would be beneficial in assessing the impact upon the highway. I.e. Will these deliveries, be on separate days, weeks, etc?
- The methodology and Traffic Management for the temporary haul road crossing the unnamed lane along the main site western boundary is required. The unnamed lane is subject to National Speed limits. The LHA requires clarification on the proposed traffic management and mobility splays proposed. It is noted the site compound is located on the west section of the site, therefore it is reasonable to assume there would be regular construction site traffic, both pedestrian and vehicular crossing the unnamed road throughout the day.
- Methodology and programming of the mains cable route options along the back lanes west/North West of the site. Some information and idea of methodology and timescale for closures along the lanes is required, given that these narrow lanes are the only routes to and from some properties and businesses along the way. In Note 5.1.1 of the CTMP, there is reference to 24 months of cable laying. As the lanes are so narrow, lane closures aren't feasible so the prospect of road closures lasting months is of concern. Can the applicant consider alternative routes, or resourcing adequately to reduce durations and provide adequate mitigation with alternative routes.
- The location of the abnormal haul road appears to be over quite boggy land. Given that it is proposed to be a permanent feature to accommodate potential future deliveries, there needs to be a full design of the access, taking account of the drainage requirement, to ensure that the existing highway infrastructure is adequate. Any existing soakaways should be considered. Full kerbing and construction information should be provided given the potential for ongoing future use. Highway/haul road runoff is generally high in silt content. Has the applicant considered this drainage within their proposal?
- Managing busy deliveries using delivery slots is noted, and considered an important process, but we would request provision of private HGV waiting be at non highway owned layby's or there should be a limit of say 1 or 2 for no more than say 45 mins. Have the Welsh Trunk Road Agency supported the use of layby's?

- Is the loading information for the abnormal loads available for consideration with wheel loads?
- The LHA understand that the PROW officer has responded separately on the footpaths to the north and east of the site.
- The LHA request that the haul road and access between the trunk road and site is audited thoroughly for its condition and ability to support the proposed abnormal load traffic, without further damage or deterioration. Any shortfalls or concerns in the condition of the road may require upgrade at the applicant's expense, and we would recommend reviews in advance of future abnormal loads during the lifetime of the scheme, should further abnormal loads become necessary.
- A suitably trained competent banksman/traffic warden/security staff should be maintained at the gates for directing traffic and monitoring the condition of the road is required throughout the construction period when deliveries are expected or are a possibility. This should be provided for both the haul road crossing of the public highway and entrances onto the B5097

## Accesses

The drawings should be amended to incorporate visibility splays as follows:

- B5097 Visibility splays for a 50mph road should be 2.4m x 160m measured in accordance with Welsh Government Standards (TAN18/DMRB Standards).
- The layout showing the proposed haul road crossing the unnamed lane should be amended to provide 2.4m x 210m visibility splays in accordance with Welsh Government Standards (TAN18/DMRB Standards).

The applicant is requested to clarify what traffic management is proposed.

The proposed access for the abnormal load haul road close to the junction of the B5097 & Pentre Bychan Rd. (crematorium access road) is noted, and appears to consider and provide the swept path requirements at the junction, however swept path analysis should be undertaken and provided for the entire route from trunk roads to site.

Ordinarily the first 10m of any temporary or permanent site access should be surfaced with a hardbound material, and include consideration for wheel washing and drainage. Given the larger abnormal vehicle length proposed, the 10m length may be required to be extended.

Any gate should be set back to ensure traffic pulls off the highway to open the gates at the start of any shift. The LHA would recommend some provision of security to control access/egress.

A full S278 agreement, with bond or cash deposit would be required for the site entrance works within the adopted highway land, as it is noted that the potential for future abnormal loads remains after construction, therefore the LHA assume that the haul road will be retained also. The applicant is requested to clarify. A bond would still be required to safeguard the highway until any reinstatement is complete.

Note 4.1.6 refers to HGV's using oncoming lanes to complete turning movements. Traffic Management would be required if this is regular or without the necessary forward visibility.

4.1.9 refers to the access on the western boundary, accessing from the unnamed road,

Can the applicant confirm that there is adequate space within the construction compound for all contractor vehicle parking as well as lay down areas, welfare, staff facilities etc.

## Summary and Conclusion

Whilst the principle of the scheme is understood, and may have little impact on the highway after construction, the LHA require further clarification as noted above but summarised below in advance of providing a final and concluding response:

1. The abnormal loads proposed require further detailing in terms of access road, scheduling, detailing and agreeing proposals during construction. The details of the movement between the A483 and site need further developed.
2. Supplementary detailing to the plans
3. Explanation on Traffic Management and operation of the proposed crossing point on the unnamed road.
4. Further detailing on the cable runs along the adopted lanes and interrogation of alternatives to reduce disruption to public access along the highway
5. Further detailing on the requirement for long term abnormal load access, and how this can be provided safely and indefinitely.



On behalf of The Chief Officer, Environment & 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](mailto: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.