

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0057 **Your Ref:** SEH/P/2022/0057
Date: 2nd March 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: 381 495 Land South of Bridge Road North, Wrexham Industrial Estate, Wrexham.
Development: Development of battery energy storage centre.

I refer to your consultation / email dated 28/02/2022 including revised layout plan (Drg. No. Layout 01 Rev R1) in respect of the above.

Access

The development site is located on Bridge Road North which is an unclassified road subject to a 40mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The revised layout plan does not indicate the full extent of the required splays in both directions.

Could you please ask the applicant to indicate the full extent of the required splays from the proposed access in both directions on a suitably scaled layout plan.

If operational vehicle movements are relatively low, it may be considered acceptable to construct a dropped kerb crossing. Such an access will be required in the first instance to serve as a construction access for which s.184 consent will be required proving there are no existing gullies to relocate across the access. The access could be splayed to suit the maximum size of vehicle likely to visit the site once operational (assumed to be 10m in length as per submitted layout plan).

The revised layout plan appears to indicate a 4.8m wide access with 6m kerb radii which would be considered acceptable. Such an access would require appropriate dropped kerbs / tactile crossing points, hard bound surfacing for a minimum of 10m behind the adjoining highway with no gates within 10m of the adjoining highway. Any existing road gullies across the access would need to be re-located away from the access. No private surface water run-off will be allowed to flow onto the adjoining highway. An Aco drain or similar will be required should the access fall towards the adopted highway. In order to construct the proposed access, the applicant will be required to enter into a s.278 agreement with the Council. **These details will need to be indicated / annotated on a revised layout plan.**

I understand that the proposed development will require up to 10 site personnel at any one time during the anticipated 6 month construction period. I understand that once operational, the development will only require parking for 2 employees.

I previously recommended that the applicant submits further details / plans in respect of parking / turning provision during the construction period and once operational. Further details on the maximum size of vehicles likely to visit the site during the construction phase and once operational will be required. I assume that the revised layout plan represents the layout once the site is operational. If the maximum size of delivery vehicle entering the site is 10m in length then the proposed turning area would be considered adequate.

The setting back of any permanent gates shall take into account the maximum size of vehicle visiting the site once operational. I assume that any gates will be left open during the construction phase during the day and will only be temporary. Further clarification will be required by the applicant.

Traffic Generation

The anticipated level of vehicle movements during both the construction phase and once operational is considered to be relatively low and is unlikely to have any detrimental impact on the local highway network.

Parking and Turning Provision

The proposed development will need to provide adequate parking and turning provision during the construction phase and once operational for the maximum size / length of vehicle likely to visit the site. Further details including a suitably scaled layout plan showing the above details will need to be provided in respect of the construction phase.

Proposed Lighting

Any proposed internal lighting scheme must not provide any disabling glare / distraction to drivers on the adjoining highway. This should be controlled by a suitable planning condition.

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend that any permission includes a condition requiring the submission of a **Construction Traffic Management Plan** including the following information:-

- Detailed plan of the proposed site including temporary access arrangements / dimensions and proposed visibility splays along Bridge Rd North.
- Anticipated no. of daily construction vehicle movements ie/ HGVs, cars, vans visiting the site.
- Details of maximum number of construction related vehicles likely to be on site at any one time.

- Details of maximum size / length of HGV likely to visit the site including swept path details of such vehicles entering / leaving the site.
- Detailed layout plan indicating number of contractor parking spaces including details of how larger HGVs will turn on site.
- Details of proposed warning signs (ie/ signage schedule) during construction phase on approaches to site and access itself (the applicant may wish to contact the WCBC Traffic / Streetworks Section – Contact Jamie Edge on Tel: 01978 729643 for advice).
- Statement that wheel washing facilities will be available on site and that a road sweeper will be made available to ensure adjoining highway is kept free from debris / mud.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles, HGVs or Construction vehicles) shall occur on the public highway during the construction works or following completion of the works.

In principle, I have no objections to the proposed development. **I await the requested information.**

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Owen' or similar, written in a cursive style.

Chief Officer, Environment & Technical