

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0890

Your Ref: PF/P/2018/0890

Date: 12th November 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: Land at Corner of Oak Road and Abbey Road, Wrexham Industrial Estate, Wrexham.

Development: Erection of 9.9 MW Gas Fired Power Station and Associated Infrastructure.

I refer to your consultation dated 12/11/2018 in respect of the above.

I am satisfied with my previous response made to this application (copy attached).

peter doothewate

12/11 Planning Control Manger

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0890

Your Ref: PF/P/2018/0890

Date: 7th November 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: Land at Corner of Oak Road and Abbey Road, Wrexham Industrial Estate, Wrexham.

Development: Erection of 10 MW Gas Fired Power Station and Associated Infrastructure.

I refer to your consultation dated 26/10/2018 in respect of the above.

Access

The development site is located on Oak Road which is a classified road subject to a 40mph speed limit. Abbey Road is one of the main arterial routes serving Wrexham Industrial Estate providing access to a significant volume of HGVs and cars.

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.

Any proposed access would also be required to provide adequate forward visibility providing a stopping sight distance of 120m for vehicles approaching from the south east towards vehicles waiting to turn right into the proposed access.

It would appear possible to provide the required lateral and forward visibility splays from the proposed access indicated on the submitted layout plan (Drg. No. WXM-PSP-01 Rev E).

Could you please ask the applicant to clarify the precise dimensions of the proposed access and whether it is intended to form a dropped kerb crossing or an access with kerb radii. If operational vehicle movements are relatively low, it may be considered acceptable to 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.

I understand that the proposed Power Station will only require around 5 workers during the anticipated 6 month construction period. I understand that once operational, parking for the site will only be required intermittently and no full-time parking provision will be required.

However, I would recommend that the applicant 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.

Details of where and how such vehicle will enter, park, turn and exit the site will be required (ie. swept path details).

Traffic Generation

I understand that the proposed Power Station will only require around 5 workers during the anticipated 6 month construction period. I understand that once operational, parking for the site will only be required intermittently and no full-time parking provision will be required.

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.

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)

Please ask the applicant to provide a **Construction Traffic Management Plan** including the following information:-

- 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 Streetworks Section – Contact Darren Green on Tel: 01978 729643 for advice). Proposed signage details will need to be included in a revised CTMP.
- 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.

Stopping up of Highway (Town and Country Planning Act 1990 – Section 247)

There would appear to be an existing section of adopted highway which formed the previous road alignment along this section of Oak Road passing through the development site. This section of adopted highway will need to be stopped up by the applicant prior to the commencement of any development.

I understand that the applicant will be required to apply for consent to the Welsh Government to stop up this section of adopted highway under the Town and Country Planning Act 1990 – Section 247. I would recommend that this is included as a pre-commencement condition should the proposed development be supported.

Please note that all statutory undertakers are consulted as part of the stopping up process. We understand that there are BT apparatus within the land referred to and the applicant should be made aware that the cost of re-locating these apparatus could be quite substantial. The applicant may wish to contact BT prior to applying for a stopping up order.

Existing Watercourse

There would appear to be an existing watercourse passing through the site which will require further investigation. I would recommend that the applicant contacts our Flood Management Officer - Neil Taunt on Tel: 01978 729734 to discuss / ascertain the current status of this watercourse. I would recommend that the applicant confirms the outcome of these discussions at an early stage.

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.

peteroosthuisant

W Planning Control Manager