

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0358 **Your Ref:** KH/P/2016/0358
Date: 13th May 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 392 505

UNDERGROUND GAS PIPELINE RUNNING FOR APPROXIMATELY 3500M SOUTH FROM KINGSMOOR PARK SOUTH BRYN LANE WREXHAM INDUSTRIAL ESTATE TO ABOVE GROUND INSTALLATION ADJACENT TO THE MAELOR GAS WORKS OFF THE B5130 CONNECTING TO THE GAS NATIONAL TRANSMISSION SYTEM APPROXIMATELY 175M SOUTH EAST OF THE ABOVE GROUND INSTALLATION

Development:

OUTLINE PLANNING APPLICATION FOR THE INSTALLATION OF AN UNDERGROUND GAS PIPELINE OF UP TO 400MM NOMINAL BORE SET AT LEAST 1.1M BELOW GROUND LEVEL AND EXTENDING APPROXIMATELY 3500M FROM THE VICINITY OF THE MAELOR GAS WORKS (NGR E338373 N348071) TO WREXHAM INDUSTRIAL ESTATE (NGR E339163 N350304). THE ERECTION OF AN ABOVE GROUND INSTALLATION MEASURING 46M BY 47M ON LAND IMMEDIATELY ADJACENT TO THE EXISTING MAELOR GAS WORKS. INSTALLATION OF SURFACE MARKERS AND MARKER POSTS TO IDENTIFY THE LOCATION OF THE GAS PIPELINE. USE OF THE EXISTING MAELOR GAS WORKS ACCESS ROAD INCLUDING ITS JUNCTION WITH B5130 (NGR E338371 N347543)

I refer to your consultation dated 03/05/2016 in respect of the above.

I previously responded via memo dated 09/05/2016 to a letter dated 25/04/2016 from Wrexham Power Limited in respect of both the construction of the Wrexham Energy Centre and the Gas Pipeline Connection.

My comments in respect of the Wrexham Energy Centre were as follows:-

Although the submitted information also includes details of the proposed gas connection between the development site (Bryn Lane) and the Marchwiel Gas Works, I have only considered the details relating to the Wrexham Power Station itself. The details relating to the Gas Pipeline Connection will be dealt with under planning application ref: P/2016/0358.

The proposed development site is located on Bryn Lane which is a classified road subject to a 40mph speed limit. The site has access to the recently completed Wrexham Industrial Estate Access Road which provides an improved link to the industrial estate to the A483 to the north and improved access to the A525 to the south.

I understand that the proposed development site will be served via the existing TDG access off Bryn Lane. This section of Bryn lane has recently been improved including the provision of a right hand turning facility serving this existing access.

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. Visibility from the existing TDG access is inadequate in both directions providing splays of approximately 2.4 x 100m to the south and 2.4 x 95m to the north measured to the nearside edge of the adjoining highway. Visibility is currently impeded in both directions by the existing hedgerow / vegetation fronting the site.

Could you please ask the applicant to provide a suitably scaled plan indicating how the required splays will be provided from the existing access onto Bryn Lane for further approval.

Transport Statement

Construction Vehicle Movements

I understand that the construction period will last approximately 36 months.

I understand that the peak number of staff working on site per day will be 600. I understand that a Construction Phase Travel Plan will be implemented to encourage car sharing to reduce the number of vehicles visiting the site. The applicant has assumed 300 arrivals and 300 departures per day based on the assumption that two members of staff will occupy each vehicle.

Due to the site operating times ie/ 07:00 – 19:00 Monday to Friday and 07:00 – 13:00 on Saturdays and public holidays, staff are able to stagger their start and finish times which will reduce the impact on vehicle movements during peak hours.

It is intended to restrict material deliveries / HGV movements to between 09:00 – 16:30 each day which will assist in avoiding normal peak hours.

The peak volume of HGV trips is estimated to be approximately 65 arrivals and 65 departures per day. However, I understand that there is likely to be a potential increase in peak movements of HGVs during the pouring of concrete foundations over a period of 2 – 3 days. If all concrete is delivered from off-site up to 300 HGV movements (150 arrivals and 150 departures) may be generated per day.

The proposed additional traffic movements during the construction phase are not considered likely to have any significant detrimental affect on the highway network.

Abnormal Loads

I understand that a number of abnormal loads will be required to construct the proposed Energy Centre. Advance notification will be required to the Highway Authority to approve such movements.

Operational Vehicle Movements

I understand that the Power Station Complex once operational will operate two shift patterns, 06:00 – 18:00 and 18:00 – 06:00. The night shift will comprise 10 operational staff while the day shift will comprise 10 operational staff and 10 support staff. A maximum of 30 staff are expected to work at the site.

I understand that approximately 1 HGV will visit the site each day for routine maintenance and repairs.

The proposed additional traffic movements once the site is operational are not considered likely to have any significant detrimental affect on the highway network.

Parking & Turning Provision

Construction Phase

The applicant has indicated that around 300 construction / contractor related vehicle will be on site during the construction phase. **Could you please ask the applicant to provide a suitably scaled layout plan indicating details of proposed parking and turning facilities for further approval.** Any proposed parking spaces will need to comply with LPGN 16 requirements.

Details of maximum size of HGVs likely to be visiting the site will need to be provided including details of where such vehicles will park / turn within the curtilage of the site during the construction period. Could you please ask the applicant to provide swept path details of such vehicles (eg/ 16.5 m long HGV) entering and exiting the internal site access and turning within the curtilage of the site.

Operational Phase

The submitted layout plan (Drg. No. 5105324-WRX-DRG-L-420 Rev 0) indicates the provision of 20 no. spaces for operational staff. Given the proposed shift patterns, the proposed level of parking provision is considered adequate.

Accident Data

The proposed additional construction traffic associated with the development site is not anticipated to result in any increase in the likelihood of accidents.

Infrastructure Improvements

There is no footway provision along the existing access leading to the development site. I would therefore suggest that the applicant considers the benefits of providing appropriate footways (ie/ 2.0m wide) along the internal access road between the development site and Bryn Lane.

Construction Traffic Management Plan and Provisions for Contractor Parking

The submitted Draft Construction Traffic Management Plan appears adequate. However, further details of contractor parking details & swept path details of larger HGVs visiting the site as detailed above will be required.

I understand that a Construction Travel Plan (CTP) will be produced by the appointed contractor and implemented throughout the construction phase of the scheme. The CTP will aim to further reduce the impact of construction traffic / construction worker trips, by providing measures and strategies to alter travel behavior. The Final CTP should be included in the Final CTMP for further approval.

The applicant will be required to submit a Final Construction Traffic Management Plan (CTMP) prior to commencement of works.

For any advice on Traffic Management issues please advise the applicant to contact our Traffic / Streetworks Section (Contact Darren Green on Tel: 01978 729643). For any advice on Abnormal Load issues please advise the applicant to contact Matthew Ricketts on Tel: 01978 729723.

I await the requested information.

Gas Pipeline Connection

In respect of the Gas Pipeline Connection itself, I comment as follows:-

6.2.7 Volume 2: Environmental Statement

Chapter 7: Transport and Traffic

HGV / Construction Staff Movements

The submitted report indicates that the peak HGV construction movements associated with the pipeline installation will comprise 10 no. trips per day (ie/ 10- arrivals & 10 –departures).

The submitted report indicates that the peak number of staff associated with the pipeline installation working on site per day will be 20. The submitted report indicates that the peak movements associated with the pipeline installation will comprise 10 no. trips per day (ie/ 10- arrivals & 10 – departures) based on 2 workers per vehicle – car sharing.

I understand that the above construction related vehicle movements are maximum numbers and are only estimated to occur during a two week period at the start and end of the construction period. These movements are considered to be minimal and are unlikely to have any significant detrimental affect on the highway network.

Routeing of Construction Related Vehicles

I understand that 4 main access points will be utilized to construct the proposed gas pipeline as follows:-

- Existing TDG Access off Bryn Lane (40mph speed limit)
- Existing access serving Maelor Gas Works off B5130 Holt Road (40mph speed limit)
- Field accesses (2 no.) off Oak Road (60mph speed limit)

Existing TDG Access off Bryn Lane (40mph Speed limit)

I understand that the majority of HGV deliveries will utilize this access, arriving and departing via the A534 Holt Road. The proposed access and routeing will need to be included in any final CTMP. Please refer to my previous comments above in respect of this existing access. This existing access can easily accommodate the proposed additional HGV movements.

Existing access serving Maelor Gas Works off B5130 Holt Road (40mph Speed limit)

I understand that some HGV movements will occur at this existing access to facilitate construction at the southern end of the gas connection route. The proposed routeing will need to avoid the 13T weight restricted bridge at Pickhill accessing via the A525 Cross Lanes end. This detail will need to be included in any final CTMP. This existing access can easily accommodate the proposed additional HGV movements.

Given that visibility is limited in the south westerly direction from this access onto the B5130, I would recommend that appropriate construction traffic warning signs are provided at this access for the duration of the works. This detail will need to be included in any final CTMP.

Field accesses (2 no.) off Oak Road (60mph Speed limit)

I understand that the Gas Connection Route will be accessed directly from Oak Road for a short period of time whilst the pipeline is installed underneath the highway.

The accesses comprise 2no. gated field accesses located either side of Oak Road (north and south):-

Any proposed / existing access in this location would normally require visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN18.

Adequate forward visibility splays would also normally be required providing a stopping sight distance (SSD) of 215m.

The northern access is approximately 7.4m wide and gated 2.6m behind the carriageway edge. Visibility from this existing access is inadequate in both directions providing splays of approximately 2.4 x 56m to the west and 2.4 x 190m to the east. Visibility is impeded in both directions by the existing hedgerows.

Forward visibility for vehicles approaching from the east also appears to be less than the required 215m SSD.

Although construction related vehicle movements through this access are likely to be minimal, it is unclear from the submitted information as to what size / type of vehicle will be utilising this access. If larger HGVs are intended to utilize this access, then I would normally recommend that gates are setback eg/ 20m behind highway boundary, and the access being surfaced with hard bound materials eg/ first 20m behind highway boundary.

Could you please ask the applicant to provide the following information :-

- **Length of time the 2 no. accesses will be used by construction vehicles**
- **Type / Size of vehicle using this access**
- **Details of how such vehicles will access, park, turn and exit the site ie/ swept paths, layout plan.**
- **Details of proposed improvements to the existing access ie/ setting back of gates, hard bound surfacing, lowering of hedgerows etc.**

Given that this section of Oak Road is subject to a 60mph speed limit, it would be considered appropriate for the applicant to fund a Temporary Traffic Regulation Order (TTRO) to reduce the speed limit to 30mph for the duration of the works along this section of Oak Road. This detail will need to be included in any final CTMP.

Could you please ask the applicant to liaise with the WCBC Streetworks Section - Contact Darren green on Tel: 01978 729643 in respect of any TTRO.

The southerly access is approximately 4.2m wide and gated 1.9m behind the carriageway edge. Visibility from this existing access is inadequate in both directions providing splays of approximately 2.4 x 50m to the west and 2.4 x 6m to the east. Visibility is impeded in both directions by the existing hedgerows and encroaches across 3rd party land.

Forward visibility for vehicles approaching from the east also appears to be less than the required 215m SSD.

I would recommend that appropriate construction traffic warning signs are provided for these accesses for the duration of the works. This detail will need to be included in any final CTMP.

I would therefore request additional details as highlighted above in respect of the northerly access.

Construction Traffic Management Plan and Provisions for Contractor Parking

The previously submitted Draft Construction Traffic Management Plan appears adequate. However, further details of contractor parking details & swept path details of larger HGVs visiting the site as detailed above will be required.

I understand that a Construction Travel Plan (CTP) will be produced by the appointed contractor and implemented throughout the construction phase of the scheme. The CTP will aim to further reduce the impact of construction traffic / construction worker trips, by providing measures and strategies to alter travel behavior. The Final CTP should be included in the Final CTMP for further approval.

The applicant will be required to submit a Final Construction Traffic Management Plan (CTMP) prior to commencement of works.

Public Footpaths

I understand that public footpaths no. 18 - Isycoed & no.25 – Sesswick may need to be temporarily diverted. Could you please ask the applicant to liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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.



 Service Manager Environment