

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Head of Environment and Planning
Our Ref: ET/DC/PP/2020/0433 **Your Ref:** SJG/P/2020/0433
Date: 4th September 2020

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: Variation of Condition 2 of Planning Permission P/2018/0890 – Reconfigure Site Layout.

I refer to your consultation dated 20/08/2020 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. **Could you please ask the applicant to indicate the full extent of the required splays on a suitably scaled layout plan. A suitable condition will be required to provide / maintain the required splays.**

The revised site layout plan indicates a proposed dropped kerb access served off Oak Road. As operational vehicle movements are likely to be relatively low, it would be considered acceptable to construct a dropped kerb crossing to access the site. 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). Swept path details have previously been provided with the original application. However, I assume that any proposed construction / delivery vehicles are unlikely to be permitted to drive over the proposed ecology mitigation area, **therefore revised swept details will be required.**

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)

A suitable condition requiring a **Construction Traffic Management Plan** including the following information will be required:-

- 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.

Could you please ask the applicant to confirm that the affected land has been stopped up.

Existing Watercourse

A suitable condition will be required in order to divert / culvert the existing watercourse / drainage ditch which runs through the site.

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, consisting of several fluid, connected strokes. The signature is positioned in the upper left quadrant of the page, below the main text block.

Chief Officer, Environment & Technical