

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: 28th October 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 / email dated 23/10/2020 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.

The required lateral and forward visibility splays from the proposed temporary construction access have been indicated on submitted layout plan (Drg.No. P18108-001C).

The revised site layout plan indicates a proposed 14m wide dropped kerb access served off Oak Road in a more westerly position to the originally proposed access. The applicant will be required to apply for s.184 consent to construct this access. The existing highway sign and lighting column appear to be located beyond the proposed access but must be protected at all times from any construction vehicles entering / leaving the site.

Upon completion of the works, I would recommend that the temporary 14m wide access is reduced in size to 5m with the remaining dropped kerb crossing reinstated to full height footway construction. The applicant will be required to apply for s.184 consent to reinstate / modify this access.

I would recommend that any gates proposed for the operational site access are setback a minimum distance of 10m behind the adjoining highway. I would recommend that the access is surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary.

An Aco drain or similar shall be constructed across the access (operational) to intercept any private surface water run off.

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.

Parking & Turning Provision including Swept Path Details

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.

The submitted swept path details (Drg. Nos. P18108-002C & P18108-003C) are considered acceptable. However, these plans do not indicate how a large crane will also access the site when any heavy equipment on a low loader needs to be offloaded when the site is already occupied by parked contractor vehicles and the low loader.

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)

Details of proposed warning signs (ie/ signage schedule) during construction phase on approaches to site and access itself shall be agreed with our WCBC Streetworks Section – Contact Darren Green on Tel: 01978 729643 or Jamie Edge on Tel: 07814 907032 for advice.

The revised CTMP does not appear to include a signage schedule for the construction works. Could you please ask the applicant to provide this information / include it within a revised CTMP.

In order to construct the proposed temporary access and operational access, the applicant will be required to arrange for suitable traffic management. The applicant will need to apply for appropriate traffic management consent with the Streetworks Section – contact Jo Giles on Tel: 01978 729670.

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 blue ink, consisting of stylized, cursive letters that appear to be 'R' and 'C' followed by a horizontal flourish.

Chief Officer, Environment & Technical