

MEMORANDUM

From: Chief Office, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: **FAO:** Simon Greenland
Your Ref: P/2020/0299
Date: 20th August 2020

P/2020/0299 Legacy Substation Gas Peaking Plant

Further to your email / consultation dated 29/07/2020 in respect of the above, I comment as follows:-

Access

The existing National Grid 275/400kV Legacy Substation is accessed from the A483 via the B5098 and B5079 (Bronwylfa Road). The proposed development is an extension of 0.45ha to the existing substation of a 50MW gas peaking plant and ancillary equipment including a small office. The site will continue to be accessed from the existing access road. A short section of new road will be constructed within the existing Site.

The A483 is one of the main access roads into Wrexham. There is significant queuing at the A525 / A483 interchange (Junction 4) and at the Bradley Road, Victoria Road and Ruabon Road junctions in the peak hours. Bronwylfa Road suffers from average congestion issues in the peak hour. The proposed development site is situated 2.5 miles from the 4-arm signalised junction which was installed to facilitate the Morrisons Supermarket development and now also serves an Aldi store. It should be noted that there are significant concerns as to the capacity of the A483 /A525 to accommodate further growth, but the Welsh Government/WCBC Statement of Common Ground addresses the highway improvements needed.

These roads are already used for the existing legacy substation and therefore are suitable for use by larger vehicles during construction and maintenance.

Parking and Turning Provision

The submitted layout plan does not include the provision of marked parking spaces. However, it is noted that areas of hard standing can be used for maintenance of engines and parking by use of monitoring staff and engineers. LPGN 16 would normally require nine car parking spaces for a development of 0.45ha be provided to mobility standard, but it should be noted that the station will not be manned permanently and will only be visited on a weekly basis in the future.

Given the minimal increase in the volume of trips on the network as a result of this development, it is not anticipated that additional parking space provision is required and that the hard-standing areas can provide for adequate parking provision.

Construction Traffic Management Plan - including details of contractor parking

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

Traffic Generation

No traffic generation figures in respect of the existing substation have been provided. However, as it has been stated the site will not be permanently manned and will only be visited for weekly maintenance trips, thus it is unlikely to have a significant impact on surrounding highways.

Conclusion

This development is unlikely to exacerbate the existing queuing / capacity issues in the area once fully operational. However, the absence of a Construction Management Plan remains a concern and this should be requested, and reviewed, before this application is determined.

A handwritten signature in black ink, appearing to be 'R. Khan', is written on a light blue background.

Chief Officer, Environment & Technical