

Judith Williams

From: Sharon Holman
Sent: 21 October 2014 15:20
To: planning_admin
Subject: P/2014/0665 Proposed Money Penny HQ, Western Gateway, Wrexham
Attachments: B8266-AEW-XX-XX-DR-A-0600[P02][S2]_Proposed Site Plan.pdf; B8266-AEW-XX-XX-DR-A-0601[P02][S2]_Proposed Initial Ground Protection Works.pdf; 07701 D 5005 (Draft).pdf

Civ - Additional information

From: David George [mailto:DGeorge@aewarchitects.com]
Sent: 16 October 2014 16:58
To: Sharon Holman
Cc: Paul Norman; Lee Jones; Daniel Bradley; Hilton, Dilon; Carolyn Willitts; Phil Hepworth
Subject: FW: Proposed Money Penny HQ, Western Gateway, Wrexham

Dear Sharon

Further to our telephone conversation earlier this week I would like to address the following:

Stand-By Generator

The proposed stand-by generator is intended to be used in the unusual event of power loss to the development. This emergency power is required to allow the business to maintain essential operations during power loss. At most the generator will be tested every six months. The generator is located within the outbuilding and acoustic attenuation will be included as necessary in the construction of the outbuilding.

Temporary Ground Protection Works

Please find attached the following revised drawings that now include the alternative location for the temporary site access road relocated away further away from the local residents. Please substitute these drawing with their previous revisions:

- B8266-AEW-XX-XX-DR-A-0600[P01][S2]_Proposed Site Plan
- B8266-AEW-XX-XX-DR-A-0601[P01][S2]_Proposed Initial Ground Protection Works

Contractors Compound

We confirm that the contractors compound will be within the site boundaries unfortunately we are not in a position to confirm the exact location until we have appointed a contractor to carry out the works. Should you require further information regarding this may I ask that this is conditioned as part of the management plan?

Contractor's Vehicle Movements

Similarly to the previous point without a contractor appointed it is very difficult for us to provide accurate information on the construction traffic. I would therefore ask that The Construction Traffic Management Plan is also conditioned. This document will include:

- The size and frequency of construction vehicles
- The preferred routes to and from the site through/around Wrexham
- Construction staff numbers
- Swept path analysis for vehicle movements within our site
- Confirmation that vehicle turning movements will be contained within our site and therefore no vehicles will be required to reverse onto a highway.

As supporting information please find attached the latest working drawing produced by WCBC for the Ground Protection Works (site access). Swept path analysis has been included to illustrate safe movements of large vehicles accessing the site.

Parking Provision

We can confirm that all the parking spaces and car movement aisles within the parking areas conform to WCBC parking standards. Each standard space is 2.4m x 4.8m, each accessible space is 3.6m x 6.0m and the vehicle movement aisle are all 6.0m wide. This is detailed on the submitted Landscape Masterplan by Carolyn Willitts Design dwg no 1406-02B

We can confirm that the proposed car parking numbers will be more than sufficient to accommodate day one occupation

It is the intention of the applicant to ensure a travel plan is implemented to mitigate potential over spilling of car parking onto surrounding streets. Any travel plan implemented by the applicant will be reviewed with The North Wales Travel Plan Co-Ordinator

At present there is no travel plan implemented by the applicant as part of their existing occupation therefore any future proposals will be an improvement.

TRO

We understand the TRO is to be funded and implemented by WCBC as part of the proposed spine access road development thereby restricting parking on the new access road and surrounding highways.

Outline Travel Plan

A full travel plan will be submitted 6 months after occupation and we can confirm consultation has already taken place with The Regional Travel Plan Co-Ordinator Jessica Pritchard who we understand has no comments

Buses

We understand that a £20,000 commuted sum is requested to allow a bus service to be diverted along Croesnewydd Road. The proposed development would provide employment for over 1,000 people and the additional revenue from increased patronage of the bus service would compensate for the costs of diverting the route. The route would be promoted through the robust Outline Travel Plan which has been prepared as part of this application and will encourage staff to travel to work by bus.

As an alternative in order to further eliminate any potential parking impacting on the surrounding highways, the applicant would be willing to explore the provision of additional car parking spaces as part of the office development.

Flooding

We understand Atkins have carried out the additional work to address the issues raised by Natural Resources Wales against the application for the proposed spine access road development, we therefore believe there is no reason to delay the decision for this application as the issues with the spine road application are now being addressed.

Surface Water Drainage

The Detailed design of the surface water drainage, will utilise infiltration as stated in the D&A statement. Any flows from an outlet will be restricted to a flow rate utilising a flow control device that mimics existing discharge rates into the existing River Gwenfro and the unnamed tributary.

Ecology Matters

Bats

We would comment that no additional bat surveys are necessary as required by Marches Ecological Mitigation Strategy 4.5.1 - 4.5.3. The survey & report undertaken by TEP and submitted as part of our application confirmed that we are not taking down any trees with potential to support roosting bats and so no further assessment of the trees is required.

Other mitigation measures have also been acknowledged, i.e. works close to trees not to be undertaken June-July, avoidance of night-time working, tree protection installed prior to works on site, no external lighting during construction, or work in early morning or late evening at any time of year.

Otters

We query whether a Welsh Government development license is necessary for our application site, as no otter resting places or holts have been found within it as noted in the submitted reports. Marches Ecological Mitigation Strategy 4.6.1 states that "...all work within 30m of the River Gwenfro and adjacent scrub/woodland should be subject to a Welsh Government (WG) development license." However, our site is over 30m from the river and the new culvert is outside of our site boundary.

The pre-construction survey as noted in the Marches Ecological Mitigation Strategy ref 4.6.2), we believe has been carried out by TEP in August 2014 and so a further survey should not be required.

I trust this acknowledges all the outstanding issues, however please do not hesitate to contact me with any queries you may have.

Yours sincerely

Dave

Dave George

Associate Director

For and on behalf of AEW Architects and Designers LTD

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