

Application P/2023/0408 27/07/2023

To Gwyn Humphreys 01978 298782 gwyn.humphreys@wrexham.gov.uk

CA4101 - Ningbo Walking Floors, Unit 1, Maelor Works A retrospective Planning Application for the erection of a new portal framed unit.

Sesswick community Council objects strongly to the application

This application relates to an unauthorised development, in the open countryside, contrary to Council Policy and Maelor Works site is still under investigation, pending a planning contravention notice. In spite of the Enforcement agency having given notice to halt further development, it has continued.

This development is having a detrimental impact on the community. Many residents living on the B5130 are complaining about the impact it is having on their lives. The vibration in their homes when these HGV's are passing, the size of the vehicles, the constant flow of industrial traffic to and from this site throughout the week and weekend (including Sundays) at all hours of the day and night, and the noise waking people at night.

The application lies within an area in which there are main gas pipe lines, and a gas distribution centre (Flo Gas), which presents a major hazard for combustion should a fire break out in connection with the many vehicles accessing the site, overnight parking and fuel storage. There has already been a major fire in recent times relating to a breakage yard, set up without authorisation.

It lies outside the Wrexham Industrial Estate on the southern side in open countryside, with an aged road infrastructure comprising country lanes and narrow B roads. These roads were not designed to accommodate large HGV vehicles and heavy industrial traffic.

The Sesswick Way by pass was constructed to divert HGV's and heavy vehicles away from the minor roads running through Cross Lanes settlement. To allow development at this site defeats the purpose of the new road.

With reference to the applicant's design and access statement to the Planning Department, information is inaccurate and misleading.

Referring to section:

2.1 Location and context

The site is located within the Maelor Works site, accessed off the B5130 and is a self contained industrial complex comprising of various industrial units/buildings and secure spaces typically used for commercial use.

The site is not an industrial complex comprising various industrial units for commercial use.

The only authorised business is Flo Gas, which has operated from this site for decades, (formerly the Gas Works generating coal fired gas), and West Utilities, which is associated with it.

Today the site is served by major underground gas mains, which supplies gas to the Wrexham Industrial Estate and other areas, and fuels Flo Gas tankers for distribution and gas cylinders collected for domestic use.

In the past the Gas works was served by the railway network so a large part of the site was occupied by railway sidings, as evidenced in the landscape today, and there were areas to store the coal/coke for processing. In both WW1 and WW2 there was an ammunitions site nearby, also served by this railway. The ground in this area is known to be contaminated from these former industries.

2.2 Context

The site is used for HGV parking mainly at the weekends

The applicant fleet is out on the road all week and only returns to the site during the weekends.

This is not true. This site is **not** specifically used for weekend parking. Ningbo HGV's pass and access the site at all hours of the day and night, throughout the week, including Sundays, in addition to other daily HGV's movements accessing the site.

Late afternoon in particular many Ningbo HGV's appear to be returning for night parking, some as late as 11 pm. Residents have heard waggons going out in the early hours at 1 am disturbing sleep with the noise and vibration.

3. Use

The use of the land will remain the same, the proposal does not seek to change the use class of the site.

This is not true. This is a complete unauthorised change of use.

This site was never identified as an industrial park in present or past UDP's.

Apart from the area occupied by Flo Gas and West Utilities, for decades this has been an area of natural woodland vegetation, grass and biodiversity, which has now been made bare, without consultation with the planning department, the local community council and neighbouring residents. The land was bought in November 2019 and was subject to planning consent, which has not been acquired.

4 Scale

The scale of the building is in line with neighbouring buildings and is not overly bearing within the site.

There were no buildings of this scale prior to the new build being erected without authorisation. It stands out prominently within the area. See photo Pic. 1

5. Appearance

The building is finished in metal sheeting, which is typical of the neighbouring industrial estate and buildings within the vicinity of the site. As such the building blends into its surroundings and is not out of place.

This is not typical within this site. There were no buildings of this kind within this site. Existing buildings from the past were much lower in height, brick built and flat roofs. See photo pic. 8. Two other buildings which have emerged recently comprise concrete pre fab. walls and canvas roofs. They too have been established without authorisation and do not blend into the surroundings. See photo pic.3A

6. Landscaping

The proposal does not affect any of the landscaping within or around the site.

The landscape has changed dramatically.

A vast area of woodland trees and natural vegetation has been removed and made bare, biodiversity destroyed, leaving areas of bare earth and areas covered with hard core material. Photo pic.7. This has been carried out without the necessary legal process and authorisation.

7. Access and Highway safety

Highways or highway safety will not be affected by the proposal.

Not true, highway safety is compromised at the traffic lights and near the co-op shop and along the whole stretch of the B5130 (Kiln Lane and Holt Road), affecting highway safety for other road users

These long HGV's cannot manoeuvre the right angled junction at the traffic light in Cross Lanes. Approaching from the Wrexham direction turning into Holt Road at the lights, if there are vehicles waiting at the lights coming from Holt the HGV's cannot manoeuvre in front of them without causing the oncoming traffic to back up to accommodate them. This causes congestion, confusion, hold ups and safety issues. The same applies in the opposite direction at the traffic lights, when the vehicles are turning for Bangor.

The B5130 (Kiln Lane side) is too narrow with sharp bends and turns for these wide vehicles to move in safety, without causing risks to other road users.

Limited parking spaces outside the co-op requires overflow parking along the road particularly at peak times. With the addition of these passing HGV's highway safety is compromised especially when people are reversing off the car park onto the road. In past years we have had two fatalities at this location relating to cars backing out of the co-op car park.

The HGV's are too wide for this road. They cannot be contained between the central white line and the curb side, the vehicles are always over the white line, which presents safety issues for all road users, especially when two HGVs are approaching each other from opposite directions. Walkers in particular are at risk, because there are no grass verges or pavements for escape. This road is used daily by walkers, dog walkers, horse riders, cyclists and children from the housing area. The footpath to the shop is particularly narrow near Sunny View and has been marked as a dangerous location for pedestrians in particular.

8 Biodiversity

This has been affected by the removal of vast areas of natural woodland and vegetation, laying bare the landscape, which has existed for well over 70 years. Photo pic. 5 and 6. It lies in close proximity to Bedwell Brook, which will be subjected to pollution from diesel and engine pollutants, leakage from trailers etc, washed down by the rain into the water table and brook, which ultimately drains into the Clywedog and the River Dee

The Wrexham Industrial Estate is an approved location for such development, served by a good modern road network fit for purpose. The site of this application contradicts Council Policy for developments in the open countryside, and it would have a detrimental impact on the neighbourhood and the minor roads serving it.

Yours sincerely,

Sesswick Community Council