

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0049 **Your Ref:** SEH/P/2022/0049
Date: 1st February 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 492 Land North of Oak Road, Wrexham Industrial Estate, Wrexham.

Development: Discharge of conditions 4 (Contamination), 5 (Contamination), 6 (Drainage), 8 (Ecology), 15 (Construction Traffic Management Plan), 16 (Highways), 21 (Highways) and 22 (Service Delivery Management Plan).

Condition 15	Construction Traffic Management Plan.
Condition 16	Highways.
Condition 21	Highways.
Condition 22	Service Delivery Management Plan.

I refer to your consultation / email dated 20/01/2022 in respect of the above.

Condition 15 Construction Traffic Management Plan.

- Comments from Traffic Section requesting additional detail in the CTMP as follows:-

Detailed TM plan and sign schedule. (Welsh over English).

CTMP states that a jet-wash and sweeper are available, but Traffic Section will need contact details of the site manager in case they need to report debris on the road.

Condition 16 Highways.

General Arrangement Drg. No. RRN-BML-XX-XX-DR-C-0101 Rev P03)

- The Highway boundary along the site frontage extends approximately 3m behind the existing kerbline.
The proposed Aco drains (both access points) will need to be re-located behind the highway boundary.
- Table 2 – Footway Construction Chart – Please replace pen grade with 160 / 220 pen for both surface and binder course.
- The submitted layout plan indicates proposed visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable. However, this is only achievable if the suggested TROs and boundary treatments are implemented. The proposed knee high fencing along the site frontage will need to be located approximately 300mm behind the back of footway. This should incorporate lockable rails which can be removed to facilitate maintenance / grass cutting. The submitted layout plan does not indicate “lockable” knee high fencing which will be required. The proposed wooden fencing shall be no higher than 1m above the adjoining carriageway level.

The required extent of TRO will need to include a similar extent of double yellow lines on the opposite side of the road at the discretion of our Traffic Section and will be finalized via the consultation process.

Please ask the applicant to indicate these amendments on a revised layout plan.

External Surfaces Drg. No. RRN-BML-ERD-ZZ-DR-C-0700 Rev P03

- Please ask the applicant to replace the kerbing detail with WCBC Std Kerbing Detail (see attached detail).
- Table 2 – Footway Construction Chart – Please replace pen grade with 160 / 220 pen for both surface and binder course.

Please ask the applicant to indicate these amendments on a revised layout plan.

Vehicle Swept Paths Drg. No. RRN-BML-XX-XX-DR-C-0102 Rev P02

- The submitted plan indicates that the largest transit van that can make deliveries via the Western Access is a 4.6 tonne 5.885m long van. It can enter the premises while all six parking bays are occupied, turn around, and exit without clashing with the parked cars which is considered acceptable. This will need to be controlled via the Service Delivery Management Plan.
- The submitted plan indicates that the largest transit van that can make deliveries via the Western Access is a 3.5 tonne 5.339m long van. It can enter the premises while all three parking bays are occupied, turn around, and exit without clashing with the parked cars which is considered acceptable. This will need to be controlled via the Service Delivery Management Plan.

- The Highway boundary along the site frontage extends approximately 3m behind the existing kerbline.
The proposed Aco drains (both access points) will need to be re-located behind the highway boundary.

Please ask the applicant to indicate these amendments on a revised layout plan.

- **The proposed surface water run-off from the site (private) appears to discharge into a new manhole and hydro-brake chamber (located in the adopted highway verge) which discharges via a carrier drain into an existing surface water drain (assumed Highways Drain) on the opposite side of Oak Road.**

I understand that the applicant will be required to submit a full SABs application for the site which our SABs Section will need to assess in due course.

Additional Notes

Could you please include the following notes on all revised layout plans:-

All works shall be constructed to adoptable standards in accordance with WCBC Standard Details.

All foundation design / materials testing shall be carried out in accordance with WCBC Residential Roads & Footpaths – Appendix D Minimum Construction Specification (copy attached). All test results / certificates shall be submitted to WCBC (ie/ Kevin Edwards – Streetscene) for further approval.

Condition 22 Service Delivery Management Plan.

- The submitted SDMP shall include additional statements as follows :-
 - A maximum of one delivery vehicle shall be permitted to visit the site at any one time. This shall be co-ordinated by the occupier of the site.
 - No vehicles associated with the business shall be permitted to park on the adjoining highway.

Notes to Applicant

- Footway Works

Any proposed access / footway works should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

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, appearing to be 'R. K.', written in a cursive style.

Chief Officer Environment & Technical