

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0806 **Your Ref:** SJG/P/2021/0806
Date: 23rd March 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 492 Land on Oak Road, Wrexham Industrial Estate, Wrexham.
Development: Discharge of conditions 1 -17 of Planning Permission P/2019/0716.

I refer to your consultation / email dated 04/02/2022 in respect of the above.

Condition 6 – Provision of 2.4 x 120m visibility splays

Assuming typical vehicle speeds of 40mph, any proposed / existing access 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.

The required splays have been indicated on the submitted layout plan (Drg. No. RRE-BML-ERD-ZZ-DR-C-0102 Rev P04).

Condition 7 – Construction and Traffic Management Plan (including provision for contractor parking)

Comments from Traffic Section on 23-03-22 :-

The revised CTMP is considered acceptable.

Condition 8 – Service & Delivery Management Plan (SDMP)

The submitted details appear acceptable.

Condition 17 – Scheme detailing the means of control of frontage parking of the adjoining land to the south east of the application site

Drg. No. RRE-BML-ERD-ZZ-DR-C-0102 Rev P04

Having visited the site on 04/10/2019, a new car park appears to have been recently constructed between the existing garage business and the proposed development site off Oak Road. This car park appears to accommodate around 9 cars. However, I assume that this car park has no planning consent and has no suitable dropped kerb crossing fronting the site. The car park entrance is approximately 6.5m wide and is gated at 5.1m behind the carriageway edge. The entrance is surfaced with loose bound materials.

I assume that this car park has been created in an attempt to address the indiscriminate parking of vehicles which historically / typically park along this section encroaching on the adopted footway. Visibility splays from this proposed car park onto Oak Road have also not been indicated on the submitted layout plan. Even if the car park was to be supported / provided, it is still likely that some vehicles visiting the garage business would impede visibility along this section and encroach on the adopted footway which is considered unacceptable.

It may be considered a better option for such a car park to be served internally off the existing access to the east (ie/ R & R business) or potentially via the proposed car park serving the proposed industrial units. It is not clear from the submitted layout plan that this is being proposed as an alternative access to the car park. **Can you please ask the applicant to clarify this issue and annotate / amend accordingly on a revised layout plan.**

Vehicles associated with Bowling Bank Garage and possibly R & R Engineering typically park at 90° to the existing buildings along this section of Oak Road. As there is insufficient depth behind the footway vehicles typically encroach onto the footway and also impede visibility from existing access points along this section which is not ideal. The submitted layout plan does not include any boundary treatment / knee high railings just beyond the main garage doors of Bowling Bank Garage up to the end of the building to prevent indiscriminate parking along this section. This would improve / protect visibility significantly from the existing easterly R & R main access. I would recommend that a Keep Clear marking is installed fronting the existing Bowling Bank Garage doors. The double doors on the western side of the building will need to be covered by appropriate boundary treatment to prevent vehicles impeding visibility from any existing / proposed accesses. All fencing shall be located in private land. **I would recommend that this detail is included / annotated on a revised layout plan.**

The existing dropped kerb footway fronting the existing building shall be reinstated to full height footway construction (except for the section of footway fronting the Bowling Bank Garage double doors). **I would recommend that this detail is included / annotated on a revised layout plan.**

The submitted layout plan does not include details of a suitable TRO / double yellow lines along this section of Oak Road (both sides of the road) as previously requested in conjunction with appropriate boundary treatment. **I would recommend that this detail is included / annotated on a revised layout plan. I would recommend that no work commences on site until the TRO consultation has been completed and implemented.** The applicant will need to liaise with our Traffic Section on this matter.

Notes to Applicant

- *The proposed access / footway 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.38 / 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.

- *The proposed access serving the development site will require appropriate dropped kerb / tactile crossing points at the narrowest point of the access. This will represent the new limit of adoption.*

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. S.', written in a cursive style.

Chief Officer Environment & Technical