

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: 9th March 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 the email from DPA Design dated 08/03/2022 in respect of the above.

Condition 15 **Construction Traffic Management Plan.**

- Comments from Traffic Section as follows:-

The revised CTMP Rev A 23rd Feb 2022 is considered acceptable.

Condition 16 **Highways.**

General Arrangement **Drg. No. RRN-BML-XX-XX-DR-C-0101 Rev P04)**

- The Highway boundary along the site frontage extends approximately 3m behind the existing kerblne.

The proposed Aco drains (both access points) have been re-located behind the highway boundary which is considered acceptable.

- 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 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.

The details / amendments indicated on the submitted layout plan appear acceptable.

External Surfaces Drg. No. RRN-BML-ERD-ZZ-DR-C-0700 Rev P04

- Details appear acceptable.

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.

Combined Drainage Layout Drg. No. RRN-BML-ERD-ZZ-DR-C-0500 Rev P04

- The Highway boundary along the site frontage extends approximately 3m behind the existing kerbline.

The proposed Aco drains (both access points) have been re-located behind the highway boundary which is considered acceptable.

- **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 revised SDMP (Rev A - 8th March 2022) is considered acceptable.

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. Edwards', written in a cursive style.

Chief Officer Environment & Technical