

S278 WORKS PACKAGE FOR TECHNICAL APPROVAL – LAND NORTH OF OAK ROAD, WREXHAM

RRN-BML-ERD-ZZ-ZZ-C-0100: DESIGNER's RESPONSE

Rev P01

REFERENCE DRAWINGS/DOCUMENTS	DESIGN ISSUE RAISED (by Wrexham Council)	DESIGNER's RESPONSE (by Barnsley Marshall Ltd & DPA)
Western Access	<u>Western Access</u> No details of the existing gross floor area or permitted LPGN 16 Class use has been provided to assess the adequacy of such parking provision	Total floor area has been added to the layout.
Western Access	<u>Western Access</u> Any proposed access of this nature is a minimum width of 4.8m. The proposed access indicated only appears to be around 4m wide.	Width of proposed access updated
Eastern Access	<u>The Eastern Access</u> The access is unsurfaced. Any proposed access will need to be surfaced with hard bound materials for at least 5m behind the adjoining highway having a minimum width of 4.8m.	Refer to our external surfaces drawing RRN-BML-ERD-ZZ-DR-C-0700 which clearly shows the access paved with asphalt. The external surface drawing also shows the 4.8m access gate 5m behind the highway.
Eastern Access	<u>The Eastern Access</u>	Bollards have been added to the layout

	The submitted layout plan only appears to indicate bollards on the western side of the westerly access. Appropriate bollards or alternative boundary treatment will be required for an appropriate length either side of both access points to protect the required visibility splays.	
Eastern Access	<u>The Eastern Access</u> If the proposed development is to be supported, then I would recommend a condition requiring a service & delivery management plan (SDMP) which would need to limit the number & size of vehicles on site at any one time.	Agreement to a condition requiring a service & delivery management plan (SDMP) which would need to limit the number & size of vehicles on site at any one time.
Eastern Access	<u>The Eastern Access</u> I would recommend the submission of a Construction Traffic Management Plan if the application is supported.	Agreement to a condition requiring a Construction Traffic Management Plan