



Document name: 200790-EDGE-XX-XX-CO-C-0001_S278 APPRAISAL DESIGNER'S RESPONSE [P01]

24 February 2021

Phil Palmer

Wrexham County Borough Council
Guildhall
Wrexham
LL11 1AY

Dear Phil,

Re: Cinders Farm, Ruabon, Section 278 Appraisal – Designer's response.

As designer for the scheme, EDGE Consulting Engineers submit this letter as formal response to the Section 278 Technical Appraisal undertaken on the Section 278 works at Cinders Farm, Ruabon.

With reference to your e-mail sent on Tuesday, 9th February 2021 and the items raised within we respond to the items as follows:

Item 1 – S. 278 General Arrangement – Sheet 1.

Drg. No. 19883-EDGE-XX-XX-DR-C-1001 Rev P01.

- **Road Markings:**

- Details are considered acceptable.

- **Signage:**

- Comments from WCBC Traffic Section as follows:

- All proposed road markings are approved.

- In relation to the passing places can we also request signage stating as such, to ensure the areas are kept clear of any parked vehicles (Welsh over English).

- Are the Slow Lorries Turning temporary or permanent signs? If temporary simple works access signs will be sufficient. If permanent again simple junction warning signs with associated ARAF/SLOW road markings would be preferred.

Please contact Darren Green Tel: 01978 729643 to agree the above detail.

Please provide agreed / amended details.

- **Road Gully:**

- There is an existing road gully on the western side of the junction (just off the radius) which is not shown on the submitted plan. This will need to be shown on a revised layout plan and will need re-locating to the new kerbline position.

Prior to our response, allow me to inform you that the drawing No. 19883-EDGE-XX-XX-DR-C-1001, has been renumbered to No. 200790-EDGE-XX-XX-DR-C-1001.

Response:

- Signage indicating passing places to ensure the areas are kept clear of any parked vehicles (Welsh over English) has been included in the Section 278 resubmission.
- 'Slow Lorries Turning' signs are permanent. ARAF/SLOW road markings have been provided in the latest Section 278 resubmission.
- Road gully has been indicated in the latest revised layout plan as per comment above. Updated drawing has been included in the latest Section 278 resubmission.

Item 2 – S. 278 General Arrangement – Sheet 2.

Drg. No. 19883-EDGE-XX-XX-DR-C-1002 Rev P01.

- **Central Passing Bay:**

- The proposed passing bay needs to be a minimum of 6m wide with 3m tapers either end (min 12m total length). Please amend this detail.
- Please indicate the proposed crossfall / gradient of passing bay indicating where surface water run-off will drain to.

- **Southerly Passing Bay:**

- Please indicate the proposed crossfall / gradient of passing bay indicating where surface water run-off will drain to.

- **Intervisibility:**

- Any proposed passing bays will require adequate inter-visibility. Please provide a revised layout plan indicating the proposed inter-visibility between all passing bays and how this will be achieved i.e., setting back / lowering of existing hedgerows between passing bays.

- **Signage:**

- In relation to the passing places can we also request signage stating as such, to ensure the areas are kept clear of any parked vehicles (Welsh over English). Please amend / provide this detail.

Prior to our response, allow me to inform you that the drawing No. 19883-EDGE-XX-XX-DR-C-1002, has been renumbered to No. 200790-EDGE-XX-XX-DR-C-1002.

Response:

- **Central Passing Bay:**

- Drawing has been amended to suit comment above. Updated drawing included in latest Section 278 resubmission.
- Gradients indicating the surface water run-off have been added to Passing Bay as per comment above. Updated drawing included in latest Section 278 resubmission.

- **Southern Passing Bay:**

- Crossfall/gradients indicating the surface water run-off have been added to Southern Passing Bay as per comment above. Updated drawing included in latest Section 278 resubmission.

- It is our understanding that this point has been brought up previously, and we feel an element of common sense should be applied here. The provision of the bays has been a requirement to address the HGV movements at bird 'depopulation' stage, not for any general private car movements on the lane (passing bays are not currently provided on the lane for such movements). With that in mind with the height of an HGV or farm vehicle being considerably higher than the existing hedgerows we feel it unnecessary to remove/ relocate the bays based on this reasoning (should intervisibility be the case). We would also point out that the bird depopulation takes place over circa 4 days in a 48-day cycle time, and so for the other 44 days there is minimal change to vehicle movements on the lane.
- Signage indicating passing places to ensure the areas are kept clear of any parked vehicles (Welsh over English) has been included in the Section 278 resubmission.

Item 3 – S. 278 General Arrangement – Sheet 3.

Drg. No. 19883-EDGE-XX-XX-DR-C-1003 Rev P01.

- **Northerly Passing Bay:**
 - Please indicate the proposed crossfall / gradient of passing bay indicating where surface water run-off will drain to.
- **Intervisibility:**
 - Any proposed passing bays will require adequate inter-visibility. Please provide a revised layout plan indicating the proposed inter-visibility between all passing bays and how this will be achieved i.e., setting back / lowering of existing hedgerows between passing bays.
- **Signage:**
 - In relation to the passing places can we also request signage stating as such, to ensure the areas are kept clear of any parked vehicles (Welsh over English). Please amend / provide this detail.
- **Existing Gated Field Accesses – Junction of A539 / Cinder Lane:**
 - Previous discussions on site included the potential closing up and re-location of the existing field accesses in the interest of highway safety which are located on the western side of the Cinders Lane junction. These accesses are located in a poor position in respect of the existing junction. I understand that the applicant has control of this land access points and could close up these access points and re-located them to a more suitable position further along Cinders Lane. The closure of these access points has not been indicated on the submitted layout plans. Please indicate / clarify this detail.

Prior to our response, allow me to inform you that the drawing No. 19883-EDGE-XX-XX-DR-C-1003, has been renumbered to No. 200790-EDGE-XX-XX-DR-C-1003.

Response:

- **Northern Passing Bay:**
 - Gradients indicating the surface water run-off have been added to Passing Bay as per comment above. Updated drawing included in latest Section 278 resubmission.
- It is our understanding that this point has been brought up previously, and we feel an element of common sense should be applied here. The provision of the bays has been a requirement to address the HGV movements at bird 'depopulation' stage, not for any general private car movements on the lane (passing bays are not currently provided on the lane for such movements). With that in mind with the height of an HGV or farm vehicle being considerably higher than the existing hedgerows we feel it unnecessary to remove/ relocate the bays based on this reasoning (should intervisibility be the case). We would also point

out that the bird depopulation takes place over circa 4 days in a 48-day cycle time, and so for the other 44 days there is minimal change to vehicle movements on the lane.

- Signage indicating passing places to ensure the areas are kept clear of any parked vehicles (Welsh over English) has been included in the Section 278 resubmission.
- We believe that the field gate access at the A539 junction came up during the life of the application, but it has been reported to EDGE that as it was agreed that as it is a field gate access, and would only be infrequently used there was no need for it to be permanently closed and relocated. There is no record of any drawings showing the field access relocated, so this is not shown as part of the S278 works and understand this is over and above what was agreed as part of the planning permission.

Item 4 – Swept path analysis.

Drg. No. ----.

Can you please provide a separate plan indicating how 2 no. 16.5m long HGVs will sit side by side at the junction clear of the A539 and how they will enter / exit simultaneously through the proposed improved junction.

Response – Swept path analysis drawings have been included in latest S.278 resubmission in line with comment above.

Item 5 – S. 278 Kerb Surfacing and Construction Details – Sheet 1.

Drg. No. 19883-EDGE-XX-XX-DR-C-3001 Rev P01.

- **Road Gully:**
 - There is an existing road gully on the western side of the junction (just off the radius) which is not shown on the submitted plan. This will need to be shown on a revised layout plan and will need re-locating to the new kerbline position.
- **Kerbing Details:**
 - Please replace with WCBC Standard Kerbing Details (see attached details).
 - Please replace proposed half battered kerbs at junction with fully battered kerbs.
- **Surface course:**
 - Please confirm preferred option for carriageway surface course ie/ SMA or HRA with Streetscene Engineer – Kevin Edwards on Tel.:01978 729732.
- **Existing Gated Field Accesses – Junction of A539 / Cinder Lane:**
 - Previous discussions on site included the potential closing up and re-location of the existing field accesses in the interest of highway safety which are located on the western side of the Cinders Lane junction. These accesses are located in a poor position in respect of the existing junction. I understand that the applicant has control of this land access points and could close up these access points and re-located them to a more suitable position further along Cinders Lane. The closure of these access points has not been indicated on the submitted layout plans.
Please indicate / clarify this detail.

Prior to our response, allow me to inform you that the drawing No. 19883-EDGE-XX-XX-DR-C-3001, has been renumbered to No. 200790-EDGE-XX-XX-DR-C-3001.

Response:

- Road gully:
 - Road gully has been indicated in the latest revised layout plan shown in drg no. 200790-EDGE-XX-XX-DR-C-1001. Updated drawing has been included in the latest Section 278 resubmission.
- Kerbing details:
 - Kerbing details have been amended to suit comment above. Updated drawing has been included in the latest Section 278 resubmission.
 - Half battered kerbs at junction have been replaced with fully battered kerbs.
- Carriage surface course has been updated in line with Kevin Edwards consultation. Updated drawing has been included in the latest Section 278 resubmission.
- We believe that the field gate access at the A539 junction came up during the life of the application, but it has been reported to EDGE that as it was agreed that as it is a field gate access, and would only be infrequently used there was no need for it to be permanently closed and relocated. There is no record of any drawings showing the field access relocated, so this is not shown as part of the S278 works and understand this is over and above what was agreed as part of the planning permission.

Item 6 – S. 278 Kerb Surfacing and Construction Details – Sheet 2.

Drg. No. 19883-EDGE-XX-XX-DR-C-3002 Rev P01.

- **Kerbing Details:**
 - Please replace with WCBC Standard Kerbing Details (see attached details).
 - Please replace proposed half battered kerbs at junction with fully battered kerbs.
- **Surface course:**
 - Please confirm preferred option for carriageway surface course ie/ SMA or HRA with Streetscene Engineer – Kevin Edwards on Tel.:01978 729732.
- **Service strips:**
 - A 500mm service strip will be required around the perimeter of the proposed passing bays for maintenance purposes. Please indicate this detail on a revised layout plan. These service strips will need to be adopted.

Prior to our response, allow me to inform you that the drawing No. 19883-EDGE-XX-XX-DR-C-3002, has been renumbered to No. 200790-EDGE-XX-XX-DR-C-3002.

Response:

- Kerbing details:
 - Kerbing details have been amended to suit comment above. Updated drawing has been included in the latest Section 278 resubmission.
 - Half battered kerbs at junction have been replaced with fully battered kerbs.
- Carriage surface course has been updated in line with Kevin Edwards consultation. Updated drawing has been included in the latest Section 278 resubmission.
- Service strips have been added to drawing in line with comment above. Updated drawing has been included in the latest Section 278 resubmission.

Item 7 – S. 278 Kerb Surfacing and Construction Details – Sheet 3.

Drg. No. 19883-EDGE-XX-XX-DR-C-3003 Rev P01.

- **Kerbing Details:**
 - Please replace with WCBC Standard Kerbing Details (see attached details).
 - Please replace proposed half battered kerbs at junction with fully battered kerbs.
- **Surface course:**
 - Please confirm preferred option for carriageway surface course ie/ SMA or HRA with Streetscene Engineer – Kevin Edwards on Tel.:01978 729732.
- **Service strips:**
 - A 500mm service strip will be required around the perimeter of the proposed passing bays for maintenance purposes. Please indicate this detail on a revised layout plan. These service strips will need to be adopted.

Prior to our response, allow me to inform you that the drawing No. 19883-EDGE-XX-XX-DR-C-3003, has been renumbered to No. 200790-EDGE-XX-XX-DR-C-3003.

Response:

- **Kerbing details:**
 - Kerbing details have been amended to suit comment above. Updated drawing has been included in the latest Section 278 resubmission.
 - Half battered kerbs at junction have been replaced with fully battered kerbs.
- **Carriage surface course** has been updated in line with Kevin Edwards consultation. Updated drawing has been included in the latest Section 278 resubmission.
- **Service strips** have been added to drawing in line with comment above. Updated drawing has been included in the latest Section 278 resubmission.

Item 8 – Additional notes.

Could you please include the following notes on all submitted / revised 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 and Footpaths – Appendix D Minimum Construction Specification (copy attached). All test results / certificates shall be submitted to WCBC (ie/ Kevin Edwards – Streetscene) for further approval.*
- *Road markings shall comply with the Traffic Signs Regulations & General Directions 2002 and Traffic Sign Manual (Chapter 5) Road Markings 2003.*

Response – Notes have been added on all submitted / revised plans as per comment above.

We hope that the above is satisfactory however should you have any questions or require anything further please do not hesitate to get into contact.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Damian Apostolidis', written in a cursive style.

Damian Apostolidis

Graduate Civil Engineer