

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2023/0745	Your Ref:	P/2023/0745
Date:	22/11/2023		

TOWN AND COUNTRY PLANNING ACT 1990

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UNIT 7 AND 9 QUEENSWAY INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 334920.3 N 349628.8

I refer to your consultation / email dated 07/11/2023 in respect of the above.

Access

The proposed development site is located on the Queensway Industrial Estate Road which is an unclassified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any existing / proposed access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

The existing industrial site (former Sylvia Jeffery Factory) appears to have 3 no. existing accesses served off the Queensway Industrial Estate Road as follows:-

- Northerly Access
- Central Access
- Southerly Access

The submitted layout plan (Drg.No. 2309-SLP Rev AR3) indicates the existing / proposed access points but does not indicate the available / proposed visibility splays. **I would recommend that this detail is indicated on a revised layout plan** along with any potential improvements to these access points.

Northerly Access

This access is located approximately 22m south of the junction with Queensway. It is proposed to utilize this access for customers and staff as an "in only" access. I would recommend that appropriate signage is provided to control this. **Detail of signage not shown on submitted layout plan.**

Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 7m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing boundary fence. Visibility could be improved by setting back the fenceline.

This access is approximately 5.4m wide and is gated 1.7m behind the adjoining highway. The access is surfaced with hard bound materials. The access takes the form of a dropped kerb vehicular crossing.

I would normally recommend that any gates are setback at least 5m behind the adjoining highway. However, I assume that the gates will remain open during operational hours.

The access is not ideally located given its proximity to the access serving Fibrax on the opposite side of the road.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements using this sub-standard access.

Central Access

This access is located approximately 95m south of the junction with Queensway. It is proposed to utilize this access for customers and staff as an "out only" access and also for deliveries as an "in / out" access. I would recommend that appropriate signage is provided to control this. **Detail of signage not shown on submitted layout plan.**

Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 11m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing boundary fence. Visibility could be improved by setting back the fenceline.

This access is approximately 10.4m wide and is gated 1.9m behind the adjoining highway. The access is surfaced with hard bound materials.

I would normally recommend that any gates are setback at least 20m (assuming articulated HGVs will be visiting the site) behind the adjoining highway. However, I assume that the gates will remain open during operational hours.

The access is not ideally located given its proximity to the access serving Fibrax on the opposite side of the road.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements using this sub-standard access.

Southerly Access

This access is located approximately 130m south of the junction with Queensway. No details of proposed use of this access have been provided. **I would recommend that this detail is provided.**

Visibility from this access is inadequate in the northerly direction providing a splay of approximately 2.4 x 12m measured to the nearside edge. Visibility is impeded in this direction by the existing boundary fence. Visibility in the southerly direction is adequate providing a splay in excess of 2.4 x 25m measured to the nearside edge.

Visibility could be improved by setting back the fenceline.

This access is approximately 6m wide and is gated approximately 4.1m behind the adjoining carriageway. The access is surfaced with hard bound materials.

Assuming the access could be used by articulated HGVs, I would normally recommend any proposed gates are setback a minimum distance of 20m behind the adjoining highway.

The access is not ideally located given its proximity to the access serving Fibrax on the opposite side of the road.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements using this sub-standard access.

Traffic Generation

No details of the previous / proposed daily vehicle movements at the site have been provided (both staff, customers, deliveries). **This detail should be provided.**

In respect of the previous factory unit (former Sylvia Jeffery Factory), I understand that around 6 HGVs visited the site per day plus smaller vans.

Details of the specific use of the existing / proposed access points should be provided.

Parking & Turning Provision

In terms of parking provision, I comment as follows:-

Existing Use

I understand that the former Sylvia Jeffreys factory comprised a mixture of Class B2 / B8 Use with around 80% being used for storage (Class B8 Use) and 20% being used for Class B2 Use. I understand that factory previously employed around 30 staff.

The existing factory unit appears to comprise a total 3135m² gfa. Based on the above 80 / 20 class use split, the previous factory would have required a maximum of 38 spaces in accordance with LPGN 16.

The submitted layout plan (Drg.No. 2309-SLP Rev AR3) only shows the provision of 7 parking spaces at the northern end of the site. **I would request further clarification on the actual number and areas previously used for parking.**

Proposed Use

I understand that proposed development will employ around 12 staff.

The existing factory unit appears to comprise a total 3135m² gfa which I understand will employ around 12 staff.

It is not clear from the submitted information as to what proportion of the existing building will be used for either Class A1 or Class B8 Use. **I would request further clarification on this matter.**

The submitted layout plan (Drg.No. 2309-SLP Rev AR3) indicates the provision of 36 parking spaces plus 2 mobility spaces at the site (a minimum of 10% spaces to mobility standard should be provided). If the application is supported, I would recommend that all spaces are marked out with white lining materials.

In terms of turning provision, I comment as follows:-

I assume that 16.5m or 18.55m long HGVs will have previously visited / accessed the site and are able to access the site without any issues.

Active Travel

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking, potential financial contributions in respect of Active Travel improvements eg/ this could be conditioned via a s.106 agreement) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

Refuse Collection / Recycling

I would recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection. However, I assume that the units will be serviced by a private contractor.

Service Delivery Management Plan

If the application is considered to have significantly more deliveries than previously experienced at the site and is supported, it may be considered appropriate to include a condition requiring the submission of a Service Delivery Management Plan (SDMP) prior to commencement, which details how the business will operate in respect of delivery vehicles, details of how HGV deliveries will be staggered throughout the day etc. to avoid any parking of vehicles on the highway.

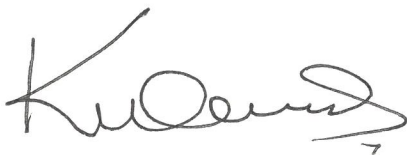
Construction Traffic Management Plan

If the application involves any significant refurbishment / construction works prior to opening, then I would recommend that a suitable condition is included as follows:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

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 read 'Ku Oeng', with a stylized flourish at the end.

Chief Officer, Environment & Technical

