

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0833 **Your Ref:** SEH/P/2019/0833
Date: 10th December 2019

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 382 490 Unit F Spectrum Business Park, Wrexham Industrial Estate, Wrexham.

Development: Alterations to boundary treatment and proposed entrance with vehicular recognition system / barrier.

I refer to your email / consultation dated 06/12/2019 in respect of the above.

The development site is located on an unclassified road subject to a 30mph speed limit which serves Spectrum Business Park. Any proposed / existing accesses along this section would typically require splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway.

The proposed development site appears to be served by a number of access points for HGVS and cars. The existing access points appear to be of sufficient design and provide adequate visibility which meet the above requirements.

The submitted layout plan (Drg. No. 5944-02 Rev A) indicates boundary fencing along the site frontage and modifications to access arrangements.

Any proposed fencing will need to be setback to ensure the above visibility splays are maintained. The proposed visibility splays from each access point appears to be adequate.

In order to prevent vehicles waiting on the adjoining highway, I would recommend that any proposed barriers are setback a minimum distance of 5m behind the adjoining carriageway. The first 3 no. "in / out" access points appear to indicate gates which open towards / into the highway which is unacceptable. Some of these gates are likely to interfere with existing parking spaces if they were to open into the site and these spaces may need to be deleted. **Could you please ask the applicant to clarify this detail on a revised layout plan.**

I would recommend that the proposed kerbing / splitter island feature where an access point is being modified to an "in only" access is setback behind the adopted highway. The proposed "in only" access (with barrier) at the southerly end of the site appears to propose a central splitter island which encroaches on the highway. **Could you please ask the applicant to amend this detail on a revised layout plan.**

Any proposed changes to access arrangements will require appropriate signage ie/ in only, no entry. Any proposed signage will need to be located in private land and will need to be bilingual ie/ "Welsh over English". Submitted plan (Drg. No. 5944-02 Rev A) appears to indicate a No entry Sign with "English over Welsh". **I would recommend that the applicant provides a revised layout plan amending this detail including details any other proposed signage at the site.**

The proposed chain and post fencing across the 2 no. HGV parking bays is likely to result in vehicles waiting on the highway. It is not clear how this will be managed to avoid this issue. **A suitable condition will be required to prevent this occurring.**

I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

Peter O'Donnell

hy Chief Officer, Environment & Technical