

Cerys Jones

From: Philip Forster
Sent: 28 November 2019 11:36
To: planning_admin
Subject: FW: P/2019/0807 - CoOp Coedpoeth signs

Highways response

From: Peter Douthwaite
Sent: 28 November 2019 10:13
To: Philip Forster
Subject: RE: P/2019/0807 - CoOp Coedpoeth signs

Hi Phil

It will have been conditioned at 2m as that is the height used for vis within all highway guidance.

See below a not very clear screen shot of MfS guidance on vis for 1.05 for car up to 2m for HGV - 7.6.3 relevant paragraph

So it needs to be 2m to meet guidelines – it is likely to get picked up by someone if its not done correctly.

Also LMNO if they are 1.3m high may obstruct visibility – my problem is that its difficult to tell from the plans if they are within the visibility splay? If they are not obstructing visibility then we don't have a problem with them – just need clarification on their location in relation to the edge of carriageway please?

Cheers
Pete

7.5.7 The SSD values used in MfS are based on a perception-reaction time of 1.5 seconds and a deceleration rate of 0.45g (4.41 m/s²). Table 7.1 uses these values to show the effect of speed on SSD.

7.5.8 Below around 20 m, shorter SSDs themselves will not achieve low vehicle speeds: speed-reducing features will be needed. For higher speed roads, i.e. with an 85th percentile speed over 60 km/h, it may be appropriate to use longer SSDs, as set out in the Design Manual for Roads and Bridges.

7.5.9 Gradients affect stopping distances. The deceleration rate of 0.45g used to calculate the figures in Table 7.1 is for a level road. A 10% gradient will increase (or decrease) the rate by around 0.1g.

7.6 Visibility requirements

7.6.1 Visibility should be checked at junctions and along the street. Visibility is measured horizontally and vertically.

7.6.2 Using plan views of proposed layouts, checks for visibility in the horizontal plane ensure that views are not obscured by vertical obstructions.

7.6.3 Checking visibility in the vertical plane is then carried out to ensure that views in the horizontal plane are not compromised by obstructions such as the crest of a hill, or a bridge at a dip in the road ahead. It also takes into account the variation in driver eye height and the height range of obstructions. Eye height is assumed to range from 1.05 m (for car drivers) to 2 m (for lorry drivers). Drivers need to be able to see obstructions 2 m high down to a point 600 mm above the carriageway. The latter dimension is used to ensure small children can be seen (Fig. 7.17).

7.6.4 The SSD figure relates to the position of the driver. However, the distance between the driver and the front of the vehicle is typically up to 2.4 m, which is a significant proportion of shorter stopping distances. It is therefore recommended that an allowance is made by adding 2.4 m to the SSD.

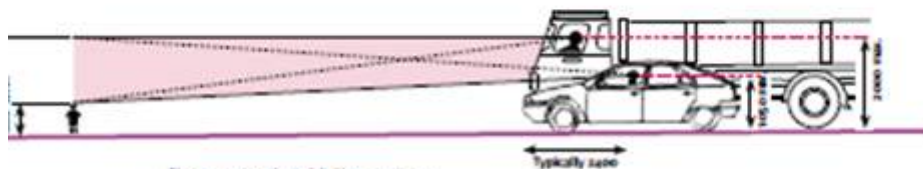


Figure 7.17 Vertical visibility envelope.

From: Philip Forster
Sent: 28 November 2019 09:48
To: Peter Douthwaite
Subject: FW: P/2019/0807 - CoOp Coedpoeth signs

Morning Pete,

I went back to the coop sign agent as this needs to go to committee – I thought id try and resolve. See below and attached.

LMNO signs – see text.

Totem T – I can't recall but if we conditioned 2m I assume this was done for a highway safety reason and 1.65m won't be acceptable to you?

Ta

Phil
Philip Forster
 Swyddog Cynllunio/Planning Officer
 Rheoli Datblygu /Development Control



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From: Samantha Hunt [mailto:shunt@futura.ltd.uk]

Sent: 28 November 2019 09:17

To: Philip Forster

Subject: FW: P/2019/0807 - CoOp Coedpoeth signs

Please see below comments from the Project Manager of this site.

From: Alan Blackburn <ablackburn@futura.ltd.uk>

Sent: 28 November 2019 09:05

To: Samantha Hunt <shunt@futura.ltd.uk>

Subject: RE: P/2019/0807 - CoOp Coedpoeth signs

Good morning Sam,

Please can you reply to Phil at Wrexham Council and advise him that the height of signs L,M,N,O are all 1300mm high (which includes the posts at 300mm (h) & sign 1000mm (H)). With regards to the Totem the attached forward on to Phil advising that this is what is being proposed and ask if this can be approved. The issue is that on the 2013 decision there was a minimum height approved from the floor to the bottom of the sign of 2000mm. As you can see the distance on the attached is 1650mm – please see if this can be approved.

Any problems let me know.

Kind regards,

Alan.

Alan Blackburn

Senior Key Account Coordinator



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From: Philip Forster <Philip.Forster@wrexham.gov.uk>
Sent: 27 November 2019 15:15
To: Samantha Hunt <shunt@futurama.ltd.uk>
Subject: P/2019/0807 - CoOp Coedpoeth signs

Dear Miss Hunt,

I refer to the application made in relation to the above mentioned proposal. These majority of the signs are acceptable. However, we have concerns about the positioning of signs L, M, N, O and T.

In respect of signs L, M, N and O, there is concerns that these could interfere with the visibility splays of the access and egress from the site. Please could you provide detail in relation to their height off the ground as we need to determine whether visibility splays will be harmed.

In respect of the sign T (totem), the LPA were successful in defending an appeal against a totem sign in this location. The issue is that that the totem will be in the vis splay and a design was eventually accepted which places the bottom of the sign at a minim height. The approved sign is P/2013/0179 and documentation can be viewed at www.wrexham.gov.uk/plans.

I look forward to receiving the additional detail and amendments.

Kind regards

Phil
Philip Forster
Swyddog Cynllunio/Planning Officer
Rheoli Datblygu /Development Control



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From: Peter Douthwaite
Sent: 26 November 2019 16:16
To: Philip Forster
Subject: Coop PFS signs

Phil

Some concerns over a couple of the signs along the site frontage.

We won an appeal P/2008/1103 on the size / type of totem sign placed in a similar position to Sign T on the plan. The size of the sign blocked view out of the site access and from view out of the neighbouring property to the south east. The agreed size let you see under the sign – I think the bottom of it was something like 2m off the ground level?

Also unsure about the location / orientation of signs L M N & O

Very difficult to go on site to assess as they are working on the site but they could potentially cause visibility issues for those leaving the site?

Can you ask the applicant to ensure the signs LMNO do not adversely impact on visibility and request that they amend the Totem sign to reflect what has been previously permitted

The rest of the signs look ok subject to usual conditions re no light source directly visible to motorists on the adjacent highway.

Thanks
Pete

Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

Ewch i weld - mi fedrwch chi dalu, rhoi gwybod, gwneud cais, dweud eich dweud, a dod o hyd i wybodaeth ar-lein yn www.wreccsam.gov.uk. Arbedwch bapur - meddylwch cyn argraffu!

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We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.

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