

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2017/1045 **Your Ref:** PF/P/2017/1045
Date: 24th September 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 505 The Law Courts, Bodhyfryd, Wrexham.

Development: Demolition of link to adjacent police building and erection of new two-storey custody suite to County Court building together with associated external works and new access.

I refer to your consultation / email dated 24/09/2019 in respect of the above.

Access

The proposed development site is located off Bodhyfryd which is an unclassified (cul de sac) subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Any proposed / existing access in this location 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. Visibility from the existing access is adequate providing splays in excess of 2.4 x 25m in both directions.

The Memorial Hall has an existing access which I understand typically operates a one-way system, entering from Bodhyfryd and exiting via the swimming baths car park. A short distance to the north of the Memorial Hall access is the access serving the Magistrates Courts. This currently provides access in and out of the courts.

I understand that the MOJ and Council propose to share the existing Memorial Hall access as an "in only" entrance with any MOJ related traffic accessing the courts internally off this access and any Memorial Hall traffic exiting onto the swimming baths car park. Any MOJ traffic exiting the courts car park would exit via the original courts access onto Bodhyfryd.

Swept Path Details Drg. Nos. 29500-692 Rev P1 & 29500-693 Rev P1

I understand that a number of the existing trees located along the above accesses are to be removed to facilitate access widening to allow appropriate vehicles to access the site ie/ refuse wagons, rigid trucks, security vehicles, cranes and cars. The swept path movements of these vehicles have been demonstrated on the submitted layout plans.

The larger crane would appear to need to cut across the existing verge located between the two access points to access the site. **This would result in damage to the existing highway verge which is considered unacceptable. However, if the existing access / exit is to remain to serve the proposed development then a suitable condition will be required ie/ a highway condition survey (before / after) with the developer / Streetscene Section. Any identified damage to the highway will need to be rectified / funded by the developer.**

Previous discussions with the applicant / agent included the formation of a large shared dropped kerb access (bellmouth) which incorporated both existing access points for ease of access. This would involve surfacing the whole area and replacing the verge between the two accesses with hard paving ie/ bitmac.

The applicant previously indicated that the new shared access point(s) would be re-surfaced at the entrance and leading to the site itself. This detail has not been indicated on the submitted layout plan (Drg. No. 3409_DGC_XX_XX_A_1040 Rev P0.4). Section 184 consent would be required to carry out these works (see note). It would be considered preferable for both access points to be surfaced with hard bound materials ie/ bitmac, for a minimum distance of 10m behind the adjoining highway. No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar may be required across the new shared access points(s) dependent on access falls. However, I understand that the access points serving the proposed development are to remain.

Proposed Signage / Barriers / Gates / lighting / CCTV

Appropriate signs will be required at both access points eg/ In Only / No entry (on reverse side) for existing Memorial Hall access and No Entry on the "out road". These signs will need to be erected behind the highway boundary in private land. The proposed signage details indicated on submitted layout plan (Drg. No. WCS-SUT-ZZ-XX-DR-C-651-0001 Rev. P01.02) are considered acceptable. (Note - Any proposed signs / road markings must be Welsh over English). However, this plan indicates a gate / barrier just behind the existing footway. **We would not support any barriers or gates in respect of the "in road" as shown on the plan as this would be difficult to manage and is likely to result in vehicles backing up onto the adjoining highway.** It is not clear how any proposed barrier would be operated to ensure that all vehicles gain prompt access into the two sites. **I would recommend that the applicant provides a revised layout plan removing the gate / barrier (in access only).**

In order to remove the requirement for a barrier, a TRO to restrict parking along the Memorial Hall access road (in only) could be implemented (at a cost of around £2000) and would be enforceable if indiscriminate parking continues. I would recommend that the applicant discusses the implementation of a TRO with our Traffic section – contact Darren Green on Tel: 01978 729643.

Drg. No. 3409_DGC_XX_XX_A_1040 Rev P0.4 appears to indicate 2 lighting columns, a cctv unit and a new barrier arm on the exit point. These features would not be permitted in the highway and would need to be setback into private land. **A revised plan will be required indicating this detail.**

Parking & Turning Provision

The proposed development site will need to provide adequate parking and turning facilities. The existing site appears to provide around 40 parking spaces. The submitted layout plan (Drg. No. 3409_DGC_XX_XX_A_1040 Rev P0.4) indicates the provision of 12 parking spaces which appears fairly low compared with existing parking provision. However, the site is in a sustainable location close to Wrexham Town Centre with easy access to public transport and public car parks.

I would therefore raise no objections in respect of the proposed parking provision.

Construction Traffic Management Plan - CTMP (including provision for contractor parking)

Given the location of the site, I would recommend the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) to be submitted / approved prior to commencement.

Such a plan will need to include details of the proposed daily construction related vehicle movements (ie/ both cars & HGVs) anticipated as a result of the development over the construction period. Details of wheel washing facilities, construction signage and any traffic management measures will need to be included.

A suitable condition will be required ie/ a highway condition survey (before / after) with the developer / Streetscene Section. Any identified damage to the highway will need to be rectified / funded by the developer. This could be included within a CTMP condition.

Subject to receiving revised plans as indicated above, I would have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

NONSTD GENERAL LAYOUT – TRAFFIC SIGNS & ROAD MARKINGS

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

NONSTD NO GATES (IN ONLY ACCESS)

033R There shall be no gates or other means of enclosure across the vehicular access point.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R 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.

NONSTD INTERNAL LIGHTING

026R No light source at the proposed development site hereby granted consent shall be directly visible to drivers of motor vehicles using the adjacent highway.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical