

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2017/1045

Your Ref: PF/P/2017/1045

Date: 19th January 2018

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 dated 15/01/2018 in respect of the above.

Access Arrangements

Existing 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 existing access is only 3m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. Previous preliminary discussions with the applicant suggested that improvements to this existing access were being considered. I previously advised the applicant to discuss any modifications with the WCBC Asset Management Section to gain their approval as the existing access passes through land under Council ownership. However, it is unclear from the submitted information as to what improvements, if any are proposed for this existing access. It would be considered acceptable to serve the proposed development site through this existing access (both in / out) as it is not envisaged that the site will result in any significant increase in vehicle movements rather than constructing an access onto the busy, classified section of Bodhyfryd in close proximity to the signalised pedestrian crossing. **Could you please ask the applicant to provide a revised layout plan and further information indicating what access improvements and access arrangements are proposed via the existing access off Bodhyfryd (unclassified).**

I assume that it is no longer proposed to utilize a 12m long custodial vehicle at the proposed site but to use an 8m long vehicle instead. Could you please ask the applicant to provide swept path details of such a vehicle entering / maneuvering and exiting this access / improved access.

The existing tree canopy / branches may require cutting back / removal to allow adequate clearance for larger vehicles.

The applicant will be required to enter into a s.278 agreement with the Council in order to carry out any works to the access.

Proposed Access

It is proposed to provide an additional access onto the A5152 Bodhyfryd ring road. The A5152 ring road is a very busy, classified road subject to a 30 / 20mph speed limit along this section. The proposed access would appear to be located just beyond (outside) the 20mph speed limit. Assuming vehicles will be slowing down to 20mph at this point, any proposed access in this location would need to provide visibility splays of 2.4 x 25m to the north measured to the centerline of the adjoining highway and 2.4 x 25m to the south measured to the nearside edge of the adjoining highway. The required visibility is achievable in the northerly direction. However, visibility in the southerly direction may well be impeded depending if any bus / coach parks in the existing layby (for up to 30 minutes).

I would raise highway safety concerns in respect of vehicles exiting onto this busy section of Bodhyfryd with potentially restricted visibility to the right given the proximity of the signalized crossing when pedestrians maybe crossing the road. **I would recommend that the applicant indicates the available splays in the southerly direction on a revised layout plan should a bus / coach park in the layby at the most northerly point.**

Adequate visibility to pedestrians and cyclists will need to be provided at the proposed access.

The existing lighting column and sign would need to be re-located if the proposed development is supported. Appropriate "No Entry" and "In / Out" signs would need to be provided / located in private land if the proposed development is supported.

Could you please ask the applicant to provide details of swept path movements of an 8m long custodial vehicle (assuming this is maximum size of vehicle to be used) entering and exiting the site onto the A5152 ring road. I assume that the splitter island would need to be a simple road marking as opposed to a kerbed splitter island in order to allow access to this vehicle. When exiting the site, the custodial vehicle may have to encroach over two lanes and may not be able to re-position itself in the nearside lane before reaching the stop-line of the signalised pedestrian crossing. Such an arrangement would not prevent any vehicle turning out to the right across four lanes if they so wished which is undesirable. If the application is to be supported, I would recommend that the developer funds a Traffic Regulation Order (TRO) for a "no right turn" for this access.

The submitted plan does not show a car exiting the site at the same time as the custodial vehicle enters the site. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

I would recommend that any gates are located a minimum distance of 10m behind the highway boundary.

The proposed access would result in vehicles cutting across the existing cycleway / footway fronting which is not ideal.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

The applicant will be required to enter into a s.278 agreement with the Council in order to carry out any works in the highway.

Stage 1 & Stage 2 Safety Audit

The above issues have previously been raised with the applicant prior to the application being submitted in respect of the proposed access. As previously discussed, I would recommend that the applicant arranges for a Stage 1 & Stage 2 Safety Audit to be carried out prior to any consent being granted.

Ideally, it would be considered preferable to access the proposed development site using the existing police station access directly onto the roundabout. **I would suggest that further consideration is given to the possibility of utilizing this existing access.** I understand that it is proposed to serve a new retail unit / supermarket off this site which will inevitably generate a significant number of vehicle movements. If this option is pursued, then swept path details of an 8m long custodial vehicle entering and exiting this access would be required. It would be considered far preferable to use the existing Bodhyfryd access (unclassified) for in / out movements for the magistrates court and "out only" arrangement at the existing police station access onto the Bodhyfryd (classified) roundabout in order to minimize vehicle conflict.

Traffic Movements

I assume that the proposed development will not generate any excessive number of daily vehicle movements.

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 Design & Access Statement appears to suggest that the proposed development will provide 12 car spaces and 1 mobility parking space. The proposed level of parking provision 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. **However, could you please ask the applicant to provide a suitably scaled layout plan indicating the proposed parking spaces.**

The submitted site plan (Drg. No. 2033_P02) indicates a compound for the proposed custodial vehicle on the eastern side of the site. It is unclear as to how the vehicle accesses, turns and exits this compound. No access for this vehicle would be supported from this compound directly onto Bodhyfryd (classified) in this location. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

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.

