

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0771 **Your Ref:** MP/P/2017/0771
Date: 29th September 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 504 Former Fire Station, Bradley Road, Wrexham.

Development: Demolition of former Fire Station Premises and erection of Cats Adoption Centre together with pens and bulk store and new access.

I refer to your consultation dated 26/09/2017 including layout plan (Drg. No. 110 Rev A) in respect of the above.

Site

The proposed development site is located on Bradley Road which is a busy, classified road subject to a 30mph speed limit.

Assuming typical vehicle speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway in the northerly direction and to the centerline of the adjoining highway in the southerly direction in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road in the southerly direction given the proximity of the signalized pedestrian crossing and zig zag markings.

The proposed visibility splays have been indicated on the submitted layout plan (Drg. No. SCP/17010/F05). However, the plan indicates splays of 2.4 x 40m in both directions not 2.4 x 43m. **I would recommend the applicant submits a revised plan indicating this detail.** It would appear possible to provide the required visibility splays from the proposed access.

The development site provides access (exit) onto Bradley Road in the southerly direction only. Any vehicle approaching the site from the south would have to access the site via the existing gyratory system.

Proposed Site Access Arrangements

Pedestrian access to the development will be provided off Bradley Road to the north west of the site and will be separate from the vehicular access.

Vehicular access to the development will utilize the existing access arrangement (with minor alterations) with staff and visitors using the main access along the site frontage. The submitted layout plan indicates the existing 9.1m wide access being reduced to 5.5m which is considered acceptable.

The proposed gates indicated on layout plan (Drg. No. 02 Rev A) appear to be located approximately 6m behind the adjoining highway. These gates must be kept open throughout the working day in the interest of highway safety.

No private surface water will be allowed to flow onto the adjoining highway. I would recommend the installation of an Aco drain or similar across the main access onto Bradley Road in order to intercept any private surface water run-off.

Service vehicles will utilize the existing shared access with the adjacent car servicing / retail unit to the south.

A suitable turning head will be provided off the service access road to the rear of the site. The proposed turning head is of insufficient size to accommodate a typical 11.2m long WCBC refuse vehicle. However, I understand that it is proposed for refuse to be collected via a private contractor which was the case when the Fire Station was in operation.

Submitted plan (Drg. No. SCP/17010/ATR03) indicates the swept path movements of a 9m long refuse vehicle entering / turning / exiting the site which is considered acceptable.

Access Modifications

I would recommend the following access modifications :-

- Existing "no entry" signs shall be removed.
- The existing splitter island fronting the site on Bradley Road shall be extended in the north easterly direction to prevent vehicles exiting the site straight ahead directly onto Central Road. Existing Lighting bollard shall be re-located to suit. Suitable swept path details in respect of the bus lane will need to be submitted for further approval.
- No right turn sign shall be installed on splitter island to ensure vehicles exiting the proposed development site only turn left out along Bradley Road. A Traffic Regulation Order will need to be funded by the developer in order to install the sign. The applicant will need to contact our Traffic Section – Darren Green on Tel: 01978 729643 to arrange.

The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.

Parking Provision

LPGN 16 does not include any specific parking requirements for such a development. However, the site is located in close proximity to Wrexham Town Centre with adequate public transport provision and alternative public and private car parks being available. The provision of 18 parking spaces is considered acceptable to serve the proposed development site.

There are adequate Traffic Regulation Orders in place in the vicinity of the site to prevent any on-street parking.

Traffic Generation

The previous Fire Station / Training Centre would have generated a significant number of vehicle movements, a number of which would have been blue light movements. I would not consider the proposed development likely to generate any significant increase in vehicle movements compared with the previous use.

Construction Traffic Management Plan (including details of contractor parking)

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan (CTMP) including details of contractor parking to our Traffic / Streetworks Section for further approval. Any required Traffic Management Arrangements required during the construction phase shall be discussed / agreed with the WCBC Traffic / Streetworks Section. The developer shall contact Darren Green (Tel: 01978 729643) to discuss.

I therefore have no objections to the proposed development and recommend any permission include 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. **110 Rev A**.

NONSTD VISIBILITY SPLAYS (NEARSIDE AND CENTRELINE)

038R Prior to first use of the development hereby approved the main vehicular access off Bradley Road shall provide visibility splays of 2.4 metres x 43 metres to the north east measured to the nearside edge of the adjoining highway and 2.4 metres x 43 metres to the south west measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

NONSTD GATES

033R Any proposed gates across the access shall remain open during normal working hours.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction
E06N of the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

1) *Modifications to the existing splitter island fronting the development site along Bradley Road.*

2) *New Signage Detail*

The proposed access modifications shall be constructed prior to the commencement of any other construction works on the site in order to form a safe means of access during the construction phase.

ZJ45
026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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.

Note to Applicant

- Access Modifications

- *The existing splitter island fronting the site on Bradley Road shall be extended in the north easterly direction to prevent vehicles exiting the site straight ahead directly onto Central Road. Existing Lighting bollard shall be re-located to suit. Suitable swept path details in respect of the bus lane will need to be submitted for further approval.*
- *No right turn sign shall be installed on splitter island to ensure vehicles exiting the proposed development site only turn left out along Bradley Road. A Traffic Regulation Order will need to be funded by the developer in order to install the sign. The applicant will need to contact our Traffic Section – Darren Green on Tel: 01978 729643 to arrange.*

- s.38 / 278 Agreement

The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s. 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Supplementary Notes

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

Peter Outhwaite

PN Service Manager Environment