

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0835 **Your Ref:** MRJ/P/2021/0835
Date: 14th September 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 323 508 Plas Gororau, Ellice Way, Wrexham Technology Park, Wrexham.

Development: Change of use of building from Class B1 (Office) to a dual / flexible Class B1 (Office) and Class D1 (Non-Residential Institution) use.

I refer to your consultation / email dated 26/08/2021 including layout plan in respect of the above.

Access

The proposed development site is located off Rhyd Broughton Lane which is a busy, classified road subject to a 30mph speed limit.

Any proposed / existing access serving the development site would normally be required to provide visibility splays of 2.4 x 33m in the westerly direction (assumed speeds of 25mph off junction with Rhyd Broughton Lane) and 2.4 x 56m in the easterly direction measured to the nearside edge of the adjoining highway.

Visibility from the existing access serving the development site onto Ellice Way is adequate providing splays in excess of the above requirements.

The existing access serving Wrexham Technology Park is in close proximity to the access opposite serving Chesney Court. Both accesses are served by short right hand turning lanes with limited waiting capacity.

Existing Access (former Tax Office)

The development site is located off Ellice Way on Wrexham Technology Park which is an unadopted road. I understand that WCBC – Asset Management Section are responsible for / maintain Ellice Way. I would recommend that you consult with the Asset Management Section to discuss the suitability of the proposed development.

The existing access serving the development site is 7.5m wide with 2m footways either side leading into the site. The existing access currently includes a splitter island with barriers. I assume that the splitter / barriers may be removed dependent on what specific development is proposed.

Parking & Turning Provision

Adequate parking & turning provision would be required within the curtilage of the site in accordance with LPGN 16 requirements.

The submitted Parking Review indicates that the proposed site will comprise 5103m² gross floor area. Based on LPGN 16 requirements, Class B1 Use would require a maximum of 170 spaces and Class D1 Use would require a maximum of 206 spaces.

The worst case / maximum parking demand would therefore equate to 206 spaces. I understand that the existing / proposed car park provides 214 spaces which would be considered adequate.

Traffic Generation

In terms of traffic generation, the proposal is unlikely to have a significant impact if considered in isolation given that the previous use of the building. In recent years however, there has been significant development in the immediate area (i.e. Moneypenny, Aldi, WAST, Brother Site, Armed Forces, new access to Wrexham Maelor, all of which have contributed to the pressure on the network in this area.

Prior to the onset of COVID 19, with specific reference to Rhyd Broughton Lane, in the morning peak, there was previously standing traffic queuing past the site heading towards Wrexham Maelor Hospital. In the evening peak, vehicles queued in both lanes past the site along Berse Road towards the B&Q roundabout and Rhyd Broughton Roundabout. The immediate local network is constrained by the lack of capacity and throughput of vehicles through both the A541 and A525 junctions with A483(T).

In support of the proposed development, with the occurrence of COVID 19 over the last 12 – 14 months, traffic movements appear to have reduced in this area which is probably due to the number of staff now working from home.

A recent appeal at Land North of Gatewen Road New Broughton (Planning Ref: P/2018/0674) for up to 112 dwellings was allowed despite serious concerns in respect of the impact of traffic flows on the local highway network. The inspector concluded that the proposed development would not exacerbate the existing queuing problems and allowed the appeal. On this basis, it would be difficult to raise any serious concerns in respect of the current proposal.

Welsh Government are currently reviewing significant highway improvement proposals for the A483 (junctions 3, 4, 5 & 6) and the B & Q Roundabout which if implemented will provide increased capacity and safer pedestrian / cycling routes in this area.

However, given the open ended nature of the application which includes part Class D1 use, it is difficult to comment in any great detail on the proposed development. Class D1 use includes health centres, surgeries, schools, colleges, museums and public halls / places of worship. Without knowing the specific proposal / end user, it is difficult to comment on the suitability of such a development. TAN 18 guidance indicates thresholds / development types where Transport Assessments should be requested if significant levels of traffic movements may occur. In this instance, it is difficult to assess what is required

I assume that our Asset Management Section will be requesting a suitable Transport Statement / Assessment to assess the suitability of such a development in this location.

I would request that further details are provided by the applicant on the specific nature of the proposed development.

A handwritten signature in black ink, appearing to be 'R. K. S.', written in a cursive style.

Chief Officer, Environment & Technical