

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/1010	Your Ref:	MP/P/2018/1010
Date:	5 th December 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 321 507 Unit Nos. 1 & 3 Chesney Court, Rhyd Broughton Lane, Wrexham Technology Park, Wrexham.

Development: Change of use from B1 (Office) to D1 (Medical).

I refer to your consultation dated 04/12/2018 in respect of the above.

The proposed development site is located on 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 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving Chesney Court is adequate providing splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway.

The existing access serving the development site is in close proximity to the junction opposite ie/ Ellice Way. Both accesses are served by short right hand turning lanes with limited waiting capacity.

I assume that the proposed D1 Use includes the same proposals which were previously proposed as part of the pre-application enquiry dated 20/08/2018 from Fore Consulting Ltd. This enquiry referred to the transfer / re-location of various services provided by The Spire Hospital to Chesney Court ie/ private outpatients, radiology, physiotherapy services. I have therefore referred to these proposals in this response.

Existing Access Chesney Court

The existing access serving Chesney Court is 5.6m wide which is considered adequate to serve the proposed development. The existing access is served by a short right hand turning lane.

The existing access appears to serve 3 no. office units and a childrens day nursery to the south (Units 1 – 4).

There does not appear to be any internal pedestrian routes (ie/ footways) serving the existing / proposed office units. Anyone visiting the site on foot appears to have to walk through the existing / proposed car parking areas which is not ideal. I would recommend that consideration is given to providing safe pedestrian access within the site.

Parking Provision

The existing office units 1 – 3 appear to have 67 parking spaces shared between them. It is unclear as to which spaces are allocated to which office block.

I assume that the proposed use ie/ private outpatients, radiology, physiotherapy would come under LPGN 16 D1 Use. Any proposed parking provision would need to meet these requirements.

You would need to provide details of the original approved allocation of spaces for each unit including gross floor areas of each unit.

Adequate turning provision for delivery / refuse vehicles would also need to be provided within the curtilage of the site. **Further details in respect of servicing / deliveries including swept paths of such vehicles entering / exiting the site will be required.**

Traffic Generation

In terms of traffic generation, the proposal is unlikely to have a significant impact if considered in isolation. 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 or will contribute to the pressure on the network in this area. The full impacts of these collective developments on the network have not yet been felt.

With specific reference to Chesney Court, in the morning peak, there is standing traffic queuing past the site heading towards Wrexham Maelor Hospital. In the evening peak, vehicles queue 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).

Careful consideration would need to be given for access and egress to and from the site and whether this would be to the detriment of traffic flows on Berse Road.

Any further development proposals in this area will therefore need to provide traffic impact assessments to address highway concerns in the vicinity. Any impact will need to include forecasted traffic movements for the already approved developments.

I would however suggest it would be very difficult for a highways officer to defend a position to categorically support any additional development in this location beyond what has already been supported (WAST / Moneypenny / Aldi / Armed Forces / Brother).

However, I would recommend that the applicant provides appropriate TRICs data indicating what level of traffic generation is anticipated from the proposed development compared with the generation from the existing units. Such information should include daily vehicle movements and AM / PM peak movements for further consideration. A future year of plus 15 years shall be used when considering any traffic assessments in this area.

I would raise concerns that the proposed development could grow in size and could generate significantly more vehicle movements than the existing office units. I understand that it is proposed to transfer some of the services ie/ outpatients, radiology, physiotherapy; currently provided at the Spire Hospital to Chesney Court. Could you please confirm that the Spire Hospital referred to is that currently located on Croesnewydd Road.

The Spire Hospital located off Croesnewydd Road has recently obtained planning consent to extend the building and car park to expand / improve services at the site. It is therefore likely that any vacant floor space remaining as a result of the proposed development will be taken up by new / expanded services that are currently outsourced off-site at the Spire Hospital as indicated in their Design & Access Statement.

If the proposed development is supported then it will come under LPGN I6 - Class D1 Use (Health Centres / Surgeries). I would therefore raise serious concerns as how any future use of the site could be controlled in terms of potential traffic generation.

The existing access serving the development site is in close proximity to the junction opposite ie/ Ellice Way. Both accesses are served by short right hand turning lanes with limited waiting capacity. I would raise concerns regarding the potential effect any additional traffic may have on the operation of these two junctions / accesses. **I would recommend that the applicant carries out a PICARDY analysis of the existing junction arrangement ie/ Ellice Way / Chesney Court access to assess any potential queuing issues that may occur as a result of the proposed development. An ARCADY analysis of both roundabouts immediately to the north and south of the proposed development site will also be required.**

Given the proximity of the proposed development site to the A483 Wrexham By-pass, I would strongly recommend the applicant / developer liaises with the Welsh Assembly Government (Trunk Road Agency) who are responsible for trunk roads.

Wrexham Council are in the process of reviewing all of the strategic junctions around Wrexham in terms of their operation and capacity. Until this review is completed, it is difficult to comment on the likely impact any significant developments are likely to have on the highway network.

Any submitted Transport Assessment will need to include measures to mitigate the concerns raised above.

I await the requested information.

Supplementary Notes

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



Planning Control Manager

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