

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0529 **Your Ref:** MRJ/P/2021/0529
Date: 6th August 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 321 508 Unit 1 & 3 Chesney Court, Rhyd Broughton Lane, Wrexham.
Development: Link Extension, External Alterations, Erection of New Substation, Extension to Car Park and Alterations to Access.

I refer to your consultation / email dated 05/08/2021 including revised plans 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.

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. This was included as a condition under previous planning consent ref: P/2018/1010.

I would recommend that 2m wide footways are extended into the site with appropriate dropped kerb / tactile crossing points at the narrowest point of the access. This would require the applicant to enter into a s.38 /278 agreement as the proposed crossing points would need to form the new limit of adoption. The above detail is indicated on revised layout plan (Drg. No. 6529-SRA-XX-XX-DR-A-00011 Rev P10).

Parking & Turning Provision

The existing office units 1 – 3 previously appeared to have 62 parking spaces shared between them. I understand that 20 of these spaces are allocated to Unit 2 (Nursery), 25 for Unit 4, leaving 62 spaces shared between Units 1 & 3.

Based on LPGN 16 requirements, the previously proposed D1 Medical Use would require a maximum of 2 car spaces plus 1 car space per 25m² gfa. Based on a gross floor area of 709m² for Units 1 & 3, both units would previously have required a maximum of 30 spaces.

The current proposal indicates an additional gross floor area of 240m². Based on LPGN 16 requirements, the proposed D1 Medical Use would require a maximum of 2 car spaces plus 1 car space per 25m² gfa. Based on an additional gross floor area of 240m² split between Units 1 & 3, the proposed development would require an additional 12 spaces (maximum). The submitted layout plan (Drg. No. 6529-SRA-XX-XX-DR-A-00011 Rev P10) appears to indicate the provision of 62 spaces shared between Units 1 & 3 which would be considered acceptable.

Adequate turning provision for delivery / refuse vehicles would also need to be provided within the curtilage of the site. The submitted swept path details / plans are considered acceptable.

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. Money Penny, 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 Chesney Court, 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).

Previously, concerns were raised in respect of access and egress to and from the site and whether this would be to the detriment of traffic flows on Berse Road.

However, in respect of previous application ref: P/2018/1010, it was previously considered reasonable to accept the proposed development and its anticipated vehicle movements based on its intended use by Spire Hospital. However, I would raise concerns should a development for a potential Medical Centre / GPs Surgery be proposed in the future based on the likely increase in traffic generation.

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 on respect of the current proposal at Chesney Court.

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.

I therefore 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. -----.

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

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.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

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

E06N
E07N

- 1) *Detailed layout, design, drainage and construction of the proposed new access / footway / tactile crossing points*

The scheme as is approved shall be fully implemented prior to first use of the development.

Notes to Applicant

- *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.38 / 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.

A handwritten signature in blue ink, appearing to read "D. J. ...", with a stylized, cursive script.

Chief Officer, Environment & Technical