

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Simon Greenland

Our Ref: **Your Ref:** P/2020/0307

Date: 20th August 2020

Conversion of First and Second Floors into 23 Apartments, High Street, Wrexham

Further to your consultation dated 27th July in respect of the above, I comment as follows:-

Access

The existing building access is via High Street within Wrexham town centre. This road has a number of shops and local amenities and is one of the main roads in Wrexham town centre. The nearest bus stop located to the west and requires a 630m walk. The CIHT Guidelines for Providing For Journeys on Foot' recommend less than an 800m walking distance to bus stops so this development is well placed for bus connections which can use the bus lane along High Street. CIHT guidelines also recommend a desirable 200m walking distance to the town centre and local amenities. The development is well placed along one of the main shopping street in the town centre. Wrexham Central railway station is a 480m walk away from the site (approximately 7 minutes) which is within the guidelines of 500m. There are a number of Active Travel routes in Wrexham and the development is a short distance from the cycleway along Old Wrexham Road.

There are some peak hour traffic capacity issues at locations in the vicinity of the site as the town center suffers from congestion in peak hours, particularly the 4-arm roundabout adjacent to the Tesco Extra where the A5152 meets Stryt Holt. Significant queuing is reported to occur at this roundabout during weekday peak hours and the weekend.

Parking Provision

The development does not propose to provide any parking spaces. Wrexham CBC parking standards require 35 parking spaces and 46 cycle parking spaces to be provided in secure communal parking areas for a development of this size.

However, given that the development is located within the town center with a number of close transport links (see above), and there is good availability of parking in the public car park behind the development (St Giles Car Park has 65 spaces) which is considered acceptable for visitors. The local services and amenities are also within close walking distance. There are loading bays in front of the residential development.

Overall, although no parking provision is suggested, this is deemed appropriate due to the nature of the development being within an urban town center with good existing public transport connections.

Traffic Generation

A worst-case scenario has been considered in terms of trip generation with all flats generating high levels of traffic to ensure that a robust assessment of traffic movements can be made. The development consists of 23 one-bedroom apartments, it is therefore likely that a maximum of two persons will be resident in each apartment (36 persons total). This means a worst-case scenario there will be 96 trips to and from the development on a daily basis, generally outbound in the AM and inbound in the PM

The current use of the site is office space, however this has been vacant for some time. The new traffic movements would be a reversal of the tidal flow and therefore will have a different effect on the surrounding highway network. This has the potential to cause conflict in the traffic outside the development along High Street.

However, existing manual traffic counts for the A5152 record in 2018 a flow of 6497 two way vehicles movements (<https://roadtraffic.dft.gov.uk/manualcountpoints/89339>). This means the new development is only likely to increase traffic along this road by 1.4%. This is not considered to have a substantial impact on the traffic flows and the eventual impact on the A5152 traffic will be significantly less as not all residents are will use a private vehicle to travel in the peak periods.

Transport Assessment

Any proposed planning application for such a development would normally require the submission of a Transport Assessment which would need to include capacity assessments of the existing local infrastructure looking at existing capacity and predicted capacity with development 15 years ahead using appropriate traffic growth factors. However, as a proportionate assessment this will not be required in this case as the traffic generation is well within known daily variations in traffic flow levels (+/-5%)

Conclusion

The proposed change of use development in this location is unlikely to add to the existing queuing / capacity issues in this area and therefore would be supported in principle without any highway objections.

In addition, it is not considered necessary to request a Service & Delivery Management Plan nor a Construction Traffic Management due to the nature of the development being relatively small scale and all the proposed construction works are to be internal to the existing site.



Chief Officer, Environment & Technical