

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0497 **Your Ref:** KH/P/2019/0497
Date: 16th July 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 333 499 Plas y Bryn Medical Centre, Chapel Street, Wrexham.
Development: Single storey extension to allow the creation of a new consulting room.

I refer to your consultation dated 08/07/2019 in respect of the above.

Access

The proposed development site is located on Chapel Street which is a busy, unclassified road subject to a 30mph and 20mph speed limit.

The existing medical centre has 2 accesses as follows:-

Northerly Access

The northerly access is located within a 30mph zone. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Manual for Streets would normally require such an access to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 12m in the north westerly access and 2.4 x 10m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary walls either side of the access.

The access is 4.6m wide and surfaced with hard bound materials.

Southerly Access

The northerly access is located within a 20mph zone.

Manual for Streets would normally require such an access to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

The access is 3.9m wide and surfaced with hard bound materials. The access is of insufficient width to accommodate the simultaneous passage of 2 vehicles (typically 4.8m required).

Traffic Generation

No details of the existing / proposed daily vehicle movements have been provided. Although the additional consulting room is may well generate additional vehicle movements at the medical centre, existing daily vehicle movements are likely to fluctuate and it would seem unreasonable to object to the proposed relatively small extension based on access width (southerly access) and limited visibility (northerly access).

Parking / Turning Provision

The existing medical centre provides a total of 45 parking spaces. No details of the overall gross floor area of the medical centre have been provided to assess the adequacy of the parking provision.

If the proposed extension (14m² gfa) is considered in isolation, LPGN 16 would normally require a maximum of 2 car spaces plus 1 space per 25m² gfa equating to the maximum requirement for an additional 3 spaces.

It would appear that two of the existing parking spaces may be lost as a result of the extension. However, planning consent (ref: P/2019/0255) was recently granted slightly further out of town at 94 Ruabon Road for an extension to a dental practice without any off street parking provision. The dental practice would have in theory required a maximum of 18 spaces including the proposed extension.

It would therefore seem unreasonable to object to the current application on parking grounds.

I therefore advise you that I do not intend to make any recommendations on highway grounds.

Supplementary Notes

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

per on the site

W Chief Officer, Environment & Technical