

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:	14 th January 2019		

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 03/01/2019 including email from the applicant dated 31/12/2018 in respect of the above.

The applicant has provided further information in respect of previous uses and traffic generation in respect of units 1 & 3.

Unit 1

The applicant has stated that this unit was previously used by The Industrial Tribunal Services. However, traffic generation details are stated as being variable with no specific details.

As previously requested I would recommend that the applicant provides the gross floor area of the building and a plan showing how many parking spaces are allocated to this unit.

Unit 3

The applicant has stated that this unit was previously used by The MCW Group, a computer services company, who employed 35 full time staff which has 4 training rooms and provided training for around 30 delegates per day. The applicant has stated that allowing for previous staffing levels and delegates arriving at both units together could generate up to 72 vehicles (arrivals) between 08:30am – 09:30 am and finishing at 4pm and 5pm. It is stated that 15 vehicles could arrive and depart throughout the day.

As previously requested I would recommend that the applicant provides the gross floor area of the building and a plan showing how many parking spaces are allocated to this unit.

Proposed Use (Class D1)

The applicant has provided details of the proposed use as follows:-

- 30 vehicles (full time staff) could arrive during peak time at Chesney Court between 7.30 am and 9.00 am and finish between 4 pm and 5 pm.
- 8 vehicles (temporary staff) potentially could arrive at 11 am and finish at 3 pm
- 5 vehicles per hour could arrive and depart throughout the day.

Yale Spire Hospital proposed D1 medical use for Units 1 and Unit 3

- Current staffing levels are 42.
- 38 staff members, include both full and temporary) will re locate to Chesney Court, 4 staff to remain at the existing hospital site
- Start times (30 Full time staff) from 7.30 am to 9 am and finish at 4 pm
- Start times (8 Temporary time staff) from 11.00 am and finish at 3 pm
- MRI A new static MRI Scanner situated at Chesney Court would allow activity on the other days and perhaps later into the evenings. However, this will still only equate to 1 vehicle arriving and leaving per hour.
- Out patient activity is low with peak times of 2 persons per hour arriving between 8 am and 9 am
- Out patient activity of 5 persons who would arrive between 5 pm and 6 pm. (Anticipate these numbers to double in ten years) at Chesney Court
- There will be a reduction in traffic at the existing Spire Yale site of 38 staff members.

It is suggested that there will be a reduction in traffic generation at the existing Yale Spire Site due to the re-location of 38 staff members. However, 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 / staff that are currently outsourced off-site at the Spire Hospital as indicated in their Design & Access Statement. It is therefore unlikely that there will be any reduction in vehicle movements at the Yale Spire Hospital.

I would raise concerns that the proposed development could significantly grow in size if permission is granted for Class D1 Use for both units 1 & 3 and could generate significantly more vehicle movements than the existing 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.

Parking Provision

Based on LPGN 16 requirements, the existing B1 Offices would require a maximum of 1 car space per 30m² gfa. Based on an estimated gross floor area of 399m² for Unit 1 and 374m² for unit 3, both units would require a maximum of 25 spaces.

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 estimated gross floor area of 399m² for Unit 1 and 374m² for unit 3, both units would require a maximum of 35 spaces

Please ask the applicant to provide a plan showing how many parking spaces are allocated to each unit.

Traffic Generation

Typical TRICs data in respect of the existing use and proposed / potential uses as follows:-

Use	Typical Daily Movements per 100m ² gfa	Total Potential Daily Movements
B1 - Office	15 – 21 trips	163
D1 – Private Hospital	20 – 31 trips	240
D1 – GPs Surgery	73 – 87 trips	672

If units 1 & 3 are converted for D1 - Private Hospital Use, the typical total daily vehicle movements could potentially increase from 163 movements per day (B1 Use) to 240 movements per day (D1 Use). This equates to approximately 8 additional vehicle movements per hour.

However, if the proposed units are used at some point in the future as a Medical Centre / GPs Surgery, then the typical total daily vehicle movements could potentially increase from 163 movements per day (B1 Use) to 672 movements per day (D1 Use). This equates to approximately 51 additional vehicle movements per hour which is significant.

It would seem reasonable to accept the proposed development and its anticipated vehicle movements based on its intended use by Spire Hospital. However, I would not wish to support a development for a potential Medical Centre / GPs Surgery based on the likely increase in traffic generation given the existing capacity issues on the local highway network during peak hours.

If the application is to be supported, I would recommend that a suitable condition is included which restricts units 1 & 3 to the specific use as proposed and not an open ended consent for D1 Use.

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.

peter Oosterwaal

PM Planning Control Manager