

MEMORANDUM



From: Service Manager Environment

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2017/0044

Your Ref: MP/P/2017/0044

Date: 13th February 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: 321 507 Unit 1, Chesney Court, Rhyd Broughton Lane, Wrexham.

Development: Change of use from office accommodation to Medical / Health Centre.

I refer to your consultation dated 23/01/2017 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.

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.

The "Proposed Parking Layout Plan" appears to indicate the provision of 83 spaces with an allocation of 22 spaces for the proposed Medical / Health Centre (Unit 1). Based on LPGN 16 - D1 Use, the proposed medical Centre would require a maximum of 17 spaces which appears acceptable.

However, could you please ask the applicant 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. **Could you please ask the applicant for further details in respect of servicing / deliveries.**

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).

It is difficult at present to fully appreciate the impacts of this development proposals as no traffic generation figures have been provided to date. 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.

I would anticipate that the proposed Medical / Health Centre is likely to generate significantly more vehicle movements than the existing office unit. **Could you please ask the applicant for further details in respect of the services offered by the Proposed Medical Centre eg/ number of proposed consulting rooms.**

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.

I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Oathwaite

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Service Manager Environment