

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/PP/2009/0883 **Your Ref:** CB/P/2009/0883

Date: 16th December 2009

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 341 505 Unit 2- 4 Border Retail Park, Wrexham.

Development: Removal of condition nos. 4 & 5 attached to planning permission code P/2009/0213 relating to the use of extension for storage purposes only and no alterations to retail floor areas within existing buildings.

I refer to your consultation / email dated 10/12/09 in respect of the above.

The proposed development site is served off the Holt Road roundabout which provides access to the Border Retail Park, Tesco supermarket and Tesco petrol station. This roundabout including access road serving the proposed development site suffers from significant congestion during peak hours and particularly on the weekend. The existing roundabout including access road serving the proposed development site is already considered to be at full capacity and any additional development would lead to increased congestion in this area.

The Planning Statement submitted by the applicant includes additional traffic survey data estimating % trip generation increases for the busiest peak hour (ie/ Saturday 14:15 – 15:15) and busiest day (ie/ Saturday 11:00 – 16:00) of 1.9% and 1.7% respectively.

Even though the proposed increase in traffic generation is relatively low, given that this section of the highway network is considered to be at or beyond full capacity and suffers from significant congestion at peak times, I would not be able to support the proposed development on highway grounds.

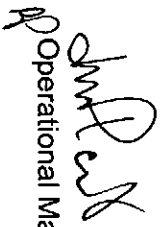
Although the applicant has carried out a traffic survey relating to the internal Tesco / Tesco Petrol Filling Station / Border Retail Park roundabout, there does not appear to be any detailed traffic analysis relating to the existing congestion / queuing problems or any analysis of how the existing and proposed traffic levels affect the operation of the Holt Road roundabout.

In terms of parking provision at the retail park, a recent parking survey conducted by the applicant appears to indicate that existing parking provision for the retail units is adequate and there appears to be a significant surplus of spaces even during peak times.

In terms of the service area to the rear of the retail units, even if consent for the extension is permitted there would still appear to be adequate space for HGVs to turnaround and exit the site in a forward gear.

In conclusion, I would recommend that the application be **REFUSED** for the following reason:-

The existing Holt Road roundabout is considered to be at or beyond full capacity and any proposed increase in traffic generation is considered to be detrimental to the operation of this section of the highway network.


Operational Manager Traffic & Transportation