

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2023/0846	Your Ref:	P/2023/0846
Date:	24/01/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD I DDEFNYDD CYMYSG - DOSBARTH A3 (BWYTAI A CHAFFIS) A DOSBARTH D2 (YMGYNNULL A HAMDDEN), DARPARU ARDAL ADLONIAIT NEWYDD AC ADEILADU TREFNIANT MYNEDIAD NEWYDD / CHANGE OF USE TO MIXED USE - CLASS A3 (RESTAURANTS AND CAFES) AND CLASS D2 (ASSEMBLY AND LEISURE), PROVISION OF EXTERNAL ENTERTAINMENT AREA AND CONSTRUCTION OF NEW ACCESS ARRANGEMENT

CHAPTER COURT RHOSDDU ROAD WREXHAM
Grid Ref: E 333447.01 N 350369.15

I refer to your consultation / email dated 12/12/2023 in respect of the above.

The development site is bounded by Rhosddu Road (Classified Road) to the north, Hope Street (Classified Road) to the south, Argyle Street (Unclassified Road) to the west and Queen Street (Classified Road) to the east.

The site is located within the Wrexham Town Centre pedestrianized zone. The only route to the existing service yard is via Rhosddu Road / Argyle Street. The current traffic regulation order in place leading to the service yard prevents any parking or loading along Rhosddu Road / Argyle Street.

No vehicles (including deliveries) are permitted onto Queens Square. This area has bollards in place to prevent vehicle access.

Deliveries are permitted along Queen Street with access via Lambpit Street exiting either via Henblas Street or Hope Street.

Deliveries are permitted along Hope Street with access via Regent Street.

I assume that any retail units / offices etc. fronting Queens Square and Argyle Street have to be serviced via the existing service yard. This access is approximately 5m wide and is gated at around 10m behind the adjoining adopted carriageway.

The applicant has previously indicated that any gates to the service yard will be replaced and set further back into the site.

Servicing / Deliveries

I assume that any retail units / offices etc. fronting Queens Square and Argyle Street have to be serviced via the existing service yard in terms of both deliveries and waste collection / recycling. Given the existing Traffic Regulation Orders in place along Rhosddu Road / Argyle Street (ie/ no waiting / no loading), all deliveries / waste collections must take place within the yard with vehicles having to enter, off-load / load, turn and exit. Some delivery vehicles may utilize the existing turning head at the end of Argyle Street and reverse into the service yard.

I assume that vehicles entering the service yard comprise some staff vehicles (cars), HGVs, refuse vehicles (11.2m long) and transit van vehicles / box vans.

At present it would appear possible for a number of delivery vehicles to enter the service yard at the same time without blocking each other in. However, if the proposed development is supported, the service yard would be lost and there would appear to be very limited space remaining for existing deliveries. Any deliveries would have to be managed / co-ordinated so only one vehicle arrives on site at any one time. It would appear that 16.5m long HGVs will no longer be able to visit the site as they will be unable to turn around within the site / turning head. I understand that typical vehicles visiting the site will be medium sized vans plus an 11.2m long refuse vehicle for waste / recycling collection.

The submitted Service and Delivery Management Plan (SDMP) indicates that deliveries / waste collection will be managed / staggered at the site to minimize any conflict.

The previously submitted swept path details indicating the turning movements of an 11.2m long refuse vehicle within the main entrance / turning head are considered acceptable.

Parking Provision

The applicant has previously indicated that there will be no customer parking at the site. However, there would appear to be 2 spaces located just inside the service yard on the submitted plans. The lack of parking provision at the site would be considered acceptable in this instance given the sustainable location of the site.

I assume that any perceived shortfall in parking provision could be dealt with by a commuted sum if considered necessary.

Active Travel

I would recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

Waste Collection / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. I would strongly recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.

Construction Traffic Management Plan (CTMP) including provision for contractor parking

Our Traffic Section have no objections to the submitted CTMP providing vehicles accessing / reversing at the entrance off Argyle street are controlled / supervised ie/ banksmen are available when needed and no vehicles are left waiting / parking outside the site.

Any works on Queen street/ Hope street will require dispensation/permission from our traffic enforcement team / enforcement team and any traffic management needed will have to be applied for through highwayroadworks@wrexham.gov.uk

I therefore have no objections to the proposed development and recommend any permission includes the following condition:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

Supplementary Notes

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

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

- 1. Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
- 2. Use of a parking space for a set down/delivery area;*
- 3. Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
- 4. If any lane closure or obstruction of the highway is required for a crane or similar;*
- 5. Protection against dust and debris blowing onto the public highway*
- 6. Construction traffic parking locally avoiding nuisance to others;*
- 7. If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
- 8. Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
- 9. A section 278 agreement works agreement is required for more significant alterations to the existing highway*
- 10. Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*

11. For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:

- No surface water from the applicants site should be allowed to drain onto the public highway,
- The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.
- No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.

A handwritten signature in blue ink, appearing to read 'K. Jones', is positioned above the title of the Chief Officer.

Chief Officer, Environment & Technical