

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0598 **Your Ref:** SJG/P/2020/0598
Date: 7th December 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 506 Wrexham Delivery Office, 44 Regent Street, Wrexham.

Development: Demolition of buildings, extension to main building and alterations to car park.

I refer to your consultation dated 08/10/2020 in respect of the above.

Access

The proposed development site is located on the A541 Regent Street which is a busy, classified road subject to a 30mph speed limit. The access is a left in / left out only as it fronts an existing one-way system on Regent Street.

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide a visibility splay of 2.4 x 43m in the northerly direction measured to the nearside edge of the adjoining highway. Visibility from the existing access onto the classified highway is adequate in the northerly direction providing a splay in excess of 2.4 x 43m.

The existing dropped kerb access is approximately 7.4m wide and is paved with hard bound materials. The access is gated approximately 6.4m behind the edge of carriageway but remains open throughout the working day.

The site currently operates a one-way system around the main building. I assume a similar arrangement will operate once the development is completed.

Parking & Turning Provision

The development includes the reconfiguration of the existing car park which is currently laid out in a haphazard form. It is proposed to increase the number of spaces on site from 69 to 73. I understand that only company vehicles / vans are permitted into the car park with staff / visitors having to find alternative parking within the town centre. This arrangement has been in operation for a number of years.

I understand that the proposed modifications to the site will allow an 18T HGV to safely enter and leave the site. I would recommend that further details ie/ swept paths of the maximum size of vehicle anticipated at the site entering, turning and exiting the site are provided.

Traffic Generation

It is not anticipated that the proposed development will result in any significant increase in vehicle movements at the site. However, I would recommend that details of the number of daily vehicle movements anticipated by larger HGVs are provided.

Construction Traffic Management Plan

I would recommend that a Construction Traffic Management Plan including provision for contractor parking is submitted and approved prior to commencement of works.

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.

A handwritten signature in black ink, consisting of a stylized 'P' followed by a series of loops and a long horizontal stroke.

Chief Officer Environment & Technical