

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Sharon Holman

Our Ref: ET/DC/P/2020/0007 **Your Ref:** P/2020/0007

Date: 16th March 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 334 503 Chapter Court between Argyle Street, Hope Street, Queen Street and Rhosddu Road Wrexham.

Development: Change of use to mixed use development (Classes A1, A2, A3, D1, D2 and B1).
Demolition and relocation of electrical sub-station, provision of external entertainment areas at ground floor level and external breakout areas at first floor level and construction of new access arrangements.

I refer to your consultation dated 12/3/2020 in respect of the above.

Access

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 indicated that any gates to the service yard will be replaced and set further back into the site. Clarification on any proposed gates off the Argyle Street access will need to be provided. I assume that this detail can be included within any Final Service and Delivery Management Plan (SDMP).

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. It would seem appropriate for any Final Service and Delivery Management Plan (SDMP) to detail the above arrangements including a statement limiting the maximum size of HGV visiting the site to 11.2m.

Specific details of how deliveries / waste collection would be managed at the site have not been provided. However, I assume that this will be provided within any Final Service and Delivery Management Plan (SDMP).

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

I would recommend the applicant submits a **Final Service and Delivery Management Plan (SDMP)** which details the above arrangements for approval prior to commencement of development.

Parking Provision

The applicant has indicated that there will be no customer / staff parking at the site. 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.

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 does not impact on the adjoining highway.

I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection and how it will be serviced.

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

I understand a Final Construction Traffic Management Plan (CTMP) including provision for contractor parking will be provided prior to commencement of works.

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

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. @@@

NONSTD SERVICE DELIVERY MANAGEMENT PLAN

026R No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of delivery / refuse vehicles has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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



⁸ Chief Officer, Environment & Technical