

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: 24th January 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 13/01/2020 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.

Clarification on any proposed gates off the Argyle Street access will need to be provided.

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.

No details of how deliveries / waste collection would be managed in this instance have been provided. I would recommend that further details of the type / max size / frequency of vehicles is provided and how deliveries would be managed. **Details of the maximum size of delivery vehicle likely (plus 11.2m long refuse vehicle) to visit the site utilizing this access will need to be provided including swept path details of such a vehicle accessing / exiting the site.**

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

Parking Provision

The submitted Design and Access Statement suggests that the proposed service yard / area will be used for staff parking. However, there would appear to be insufficient space for such provision in this location to accommodate staff parking if it is to be used by delivery vehicles. Further clarification is required on this matter.

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

Comments from Traffic Section as follows:-

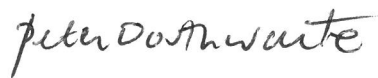
para 4.3 Needs to include details of how refuse / recycling vehicles will be accommodated / co-ordinated with any construction / contractor related vehicles.

Para 4.4 Needs to include statement saying no contractors associated with the site will park in residential streets but will use the available public car parks.

I await the requested details.

Supplementary Notes

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



Chief Officer, Environment & Technical