

Responses from Wrexham following Development Team Approach Pre-Application

Revision 2 [09/08/2019]

[To be read with reference to Real Planning Note - Wrexham DTA Meeting 27-06-2019]

Wrexham Pre-App Response - Comments received		Contacts	Real Planning Comment
Planning	<i>The proposed development is generally welcomed and is considered to enhance the character and appearance of the Town Centre.</i>	Sharon Holman [Wrexham Planning Case Officer]	Principle - comments received from Planning Case Officer accord with how the discussions went during the DTA meeting held earlier in Wrexham. Principle accepted.
	<i>Care should be taken in the final design to ensure that the amenities of the residents of the surrounding properties are not significantly detrimentally affected. These amenities include light, privacy and peaceful enjoyment.</i>		Amenity - reference to recent planning permissions resulting in conversion to residential which may be impacted upon by the proposal – 10, Argyle Street, Wrexham - Change of use of 1st and 2nd floors to 4 self-contained apartments. [WRR/P/2010/0224 - Granted 27/05/16]. 35, Hope Street, Wrexham – Change of use of upper floors from office use to five self-contained apartments. [WRR/P/2017/0485 -Granted 03/08/17]. The relationship between the above permissions / implementations and the proposed scheme requires attention. Need to ensure that the final submitted design takes account of the issues of light, privacy and noise. Please refer to the following when finalising the design and layout of the proposed scheme: https://www.wrexham.gov.uk/english/planning_portal/lpg_notes/lpg21.htm https://gov.wales/sites/default/files/publications/2018-09/tan11-noise.pdf In addition, a Noise Survey with possible Attenuation Recommendations required – appoint Noise Consultants. I have asked for a separate response from Wrexham's Public Protection Department.
	<i>I would also recommend that an indicative drainage plan is submitted with any application. It is likely that you will need to obtain approval from the SuDS Approving Body (SAB) prior to the commencement of construction works.</i>	Neil Taunt [Wrexham Council's Flood Alleviation Officer]	Drainage – has any work been undertaken in relation to an assessment of the existing drainage on site and / or the provision of a new drainage scheme both foul and surface water? Indicative Drainage Plan required. Since January 2019, all new developments require sustainable drainage for surface water if, in the case of the Chapter Court proposal, the construction area is more than 100m ² . The surface water drainage systems must be designed and built to meet Welsh Government standards for sustainable drainage. These systems must be approved by Wrexham local authority acting in its SuDS Approving Body (SAB) role before construction work begins. This is a separate process to the planning system. http://www.wrexham.gov.uk/english/planning_portal/sab/sab.htm Real Planning to consult with Neil Taunt and liaise with RA Architects.

Planning [cont]	<i>Refuse / recycling storage is a particular problem within the town centre, and adequate on-site storage must be designed into the scheme.</i>	Catherine Golightly [Wrexham Waste Strategy Officer]	<i>Refuse / recycling storage</i> – we will need to design into the scheme adequate measures on-site. <i>Details of proposed bin store / compound will be required of adequate size and design to accommodate the number / type of bins ensuring no adverse impact upon access and servicing. I will make contact with Catherine Golightly to ascertain what is required and liaise with RA Architects.</i>
	<i>Finally, I recommend that an ecological survey of the site is carried out to assess any bat activity and / or nesting birds etc.</i>	Emma Broad [Wrexham Ecology Officer]	<i>Protected Species</i> – with the number of empty properties on the first floor and proposed changes to roof spaces it is recommended that an Ecological Survey is undertaken. <i>I will make contact with Emma Broad to ascertain what is required and liaise with RA Architects. Need to appoint Ecological Consultant – Real Planning can provide.</i>
Highways	<i>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 Queen's Square. This area has bollards in place to prevent vehicle access.</i>	Phil Palmer [Highways - Development Control]	<i>Access</i> - the official response from Wrexham Council's Highway Department repeated all that was said at the Development Team Approach [Pre-App] meeting. In principle, there is no objection to the proposed development as long as it does not prejudice issues of highway safety. It was recognised that access arrangements remain although there would be a significant reduction in the servicing area.
	<i>Deliveries are permitted along Queen Street with access via Lambpit Street exiting either via Henblas Street or Hope Street and 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 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>		<i>Deliveries / Waste / Recycling</i> – the proposed scheme will result in approximately 60 / 70% reduction in the surface area of the existing yard. This will require addressing with regard to how deliveries will be accommodated - servicing the proposed redevelopment scheme and, in particular, how waste collection and recycling will be managed / collected. Given the current Traffic Regulation Orders in place, all deliveries and waste collections must take place within the remaining yard with vehicles having to enter, off-load, turn and exit.

Highways [cont]	<i>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 co-ordinated so only one vehicle arrived on site at any one time which would seem impractical.</i> <i>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 / size / frequency of vehicles is provided and how deliveries would be managed.</i> <i>I assume that a significant number of pedestrians pass through Argyle Street during the day. Consideration needs to be given on what impact any concentration of deliveries just inside the turning head will have on pedestrian safety. I assume that all vehicles entering the restricted delivery area (Site Plan – Drg. No. R362-27-A1) will have to now reverse within the turning head where previously they could well have been able to enter the service yard in a forward gear, turn within the yard and exit in a forward gear.</i>		Some delivery vehicles may utilise the existing turning head at the end of Argyle Street and reverse into the service yard. <i>A supporting Servicing Traffic Management Plan [Real Planning can provide] is required detailing the proposed vehicular movements in relation to servicing via the remaining servicing area accessed from Argyle Street and suggesting recommendations as to how it will be managed. The Traffic Management Plan to include details of how deliveries / waste collection will be managed together with details of the type / size / frequency of any vehicles, with restrictions, entering the service yard.</i> <i>The Traffic Management Plan will also have to demonstrate how waste will be collected – type, size and frequency plus swept path analysis for 11.2m refuse wagon and 11m fire engine.</i> <i>It will also have to determine what impact there may be upon pedestrian safety resulting from vehicular movements to and from the service yard and how this impact will be managed.</i>
	<i>It is not clear as to whether staff working at the existing retail units park within the existing service yard. Further clarification is required on this matter.</i>		<i>Parking provision – I am assuming that there will be no staff parking within the service yard. There is no capacity.</i>
	<i>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>		<i>Recycling</i> - see comment above.

Conservation	<i>I have already made some written representations as below and have had a meeting with Gerry to discuss changes to the shop front on Hope Street which is the only significant change within the Conservation Area (also referred to below).</i> <i>The only other point to add is the need to consider signage at an early stage in a style appropriate to the Conservation Area i.e. NOT internally illuminated box signs or cheap vinyl signage.</i> <i>I would raise no objections in principle to the proposed development. The scheme takes a holistic approach to the re-use of a centrally located block of buildings within the town centre, making a service yard accessible with a positive new use and providing better linkages between key spaces and areas of the town.</i> <i>The majority of the development falls outside the Conservation Area but will impact directly upon how it is used as well as physical effects upon the key approaches from Argyle Street and Queen Street. Elevation drawings have not been provided at this stage but the impact of the development upon the appearance of the streetscape will be a key consideration in terms of the setting of the Conservation Area. More directly No. 42-43 Hope Street sits on a principle street through the Conservation Area and whilst once again there are no elevation drawings at this stage, some thought needs to be given to the modified design of the shop front. Whilst not a building of any particular age, the building has been designed to respect the traditional proportions of earlier buildings within the Conservation Area. In redesigning the shop front (in order to introduce a second access point), care should be taken to respect the symmetry of the façade.</i>	Anna Irwin [Wrexham Senior Conservation Officer]	Design and impact upon the Conservation Area - in principle, the proposal is acceptable. It is noted that is only Hope Street that forms part of Wrexham Town Centre Conservation Area. However, there are a number of small but important issues that must be taken account off in finalising the submitted scheme. RA Architects to take account of the comments referred to: - Changes to the retail frontage to nos 42 / 43, Hope Street to respect the symmetry of the façade. - Any proposed signage styled appropriate to the Conservation Area. I would suggest that the Senior Conservation Officer has early sight of the following: - Elevational treatment to Hope Street and resultant modified design to 42 / 43, Hope Street Please refer to the following, in relation to Wrexham Town Centre Conservation Area when finalising the design and layout of the proposed scheme: https://www.wrexham.gov.uk/assets/pdfs/planning/historic_environment/wrexham_e.pdf https://www.wrexham.gov.uk/assets/pdfs/planning/wtc_assessment.pdf https://www.wrexham.gov.uk/assets/pdfs/planning/lpg/guide19e.pdf https://www.wrexham.gov.uk/assets/pdfs/planning/lpg/guide19_map_e.pdf In relation to any proposed security to the entrance ways I suggest the following is also referred to: https://www.wrexham.gov.uk/assets/pdfs/planning/lpg/guide12e.pdf
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Public Protection	<i>For the construction phase of the development:</i> - <i>an appropriate dust management scheme.</i> - <i>details of the proposed hours of operation for noise generating works.</i> - <i>noise mitigation measures to be employed during the construction phase to protect the amenity of nearby noise sensitive properties.</i> <i>For the operational phase:</i> - <i>A noise assessment to demonstrate that all air handling plant will be designed to meet the requirements of the following likely planning condition -</i> <i>“The rating level of any noise associated with the development shall not exceed the pre-existing background level by more than 5dB(A) at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142:2014 Methods for rating and assessing industrial and commercial sound.”</i> - <i>Details of the odour control measures for all proposed means of ventilation for the extraction and dispersal of cooking smells.</i> <i>A premises licence will be necessary where it is proposed to carry on regular licensable activities. Any such licence is likely to contain conditions to control music noise from the proposed external entertainment area.</i> <i>Further information about premises licences can be obtained from the Council’s Licensing Section.</i>	Wrexham Public Protection	Standard response as expected from Wrexham Public Protection department. No objections in principle – all about ensuring that the construction work together with operation of the approved activity is carried out in accord with national guidelines relating to the protection of adjacent users [refer to planning permissions detailed earlier]. Consequently, we will need: - Dust Management Scheme - Noise Assessment with recommended mitigation [relating to construction work]. - Noise Assessment with recommended attenuation measures [relating to operation of approved activity]. Please refer to suggested planning condition. - Odour Control measures to deal with A3 cooking activities as detailed. Premises licence is a separate approval process to planning. However, there could be a separate planning condition to control external music as advised by public protection. This will be based on guidance contained in the Code of Practise on Environmental Noise Control at Concerts, which can be downloaded from http://www.cieh.org/policy/noise_council_environmental_noise.html Please refer to Wrexham’s Licencing Section.
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