

Cerys Jones

From: Kevin Hughes
Sent: 23 November 2017 10:09
To: Cerys Jones
Subject: FW: P/2017/0249 Unit 1, Regent House, Regent Street, Wrexham
Attachments: Planning application reference: P/2017/0249 Unit 1, Regent House, Regent Street, Wrexham; RE: Planning application reference: P/2017/0249 Unit 1, Regent House, Regent Street, Wrexham; [EXT] RE: Planning application reference: P/2017/0249 Unit 1, Regent House, Regent Street, Wrexham; 17-00525-TS01_Unit 1_Regent House_Wrexham_Issued.pdf; 17-0474 R1-1 Noise Impact Assessment 17.08.25.pdf; 170831 Noise Management Plan PJNMPASv1.pdf

Importance: High

Could you scan these to civica please-additional information
Thanks

From: Dafydd Williams [mailto:dafydd.williams@rpsgroup.com]
Sent: 21 November 2017 10:13
To: Kevin Hughes
Subject: FW: P/2017/0249 Unit 1, Regent House, Regent Street, Wrexham
Importance: High

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From: Dafydd Williams
Sent: 31 August 2017 17:29
To: 'Kevin Hughes' <Kevin.Hughes@wrexham.gov.uk>
Cc: Abigail James <Abigail.James@rpsgroup.com>; 'Paul Thomas' <paul_thomas@papajohns.co.uk>; Jon Mott <jon_mott@papajohns.co.uk>
Subject: RE: P/2017/0249 Unit 1, Regent House, Regent Street, Wrexham
Importance: High

Kevin

Further to my email below, please find attached the outstanding information in respect of the following:

1. Transport Statement (reference: 17-00525/TS/01);
2. Noise Impact Assessment (reference: 17/0474/R1); and
3. Noise Management Plan (reference: PJ/NMP/AS v1).

The Transport Statement considers the points raised by the Service Manager Environment and concludes there are no highway safety reasons why the proposed development should not proceed. It confirms the proposed level of

parking (5 off street allocated to Papa John's) is policy compliant and the availability of on-street parking spaces (as confirmed by the Parking Beat and Accumulation Survey) will prevent overspill and indiscriminate parking. Finally, the trip generation exercise has confirmed that the proposed development will provide betterment over the fallback Class A1 use in that the total two-way movements (arrivals and departures) generated by the proposed will be less in each peak hour and considerably less during the course of a normal working day.

The Noise Impact Assessment has measured the existing noise climate near the site and confirms that the impact of the proposed operation within the times proposed will be negligible to minor.

The Noise Management Plan sets out further information on Papa John's systems for minimising noise at its sites.

I trust that these address the outstanding issues and the planning application can now be recommended positively. Would you confirm whether the planning application would have to be considered by the Planning/Development Control Committee and, if so, when that would be please?

Many thanks,

Kind regards

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From: Dafydd Williams
Sent: 14 July 2017 11:05
To: 'Kevin Hughes' <Kevin.Hughes@wrexham.gov.uk>
Cc: Abigail James <Abigail.James@rpsgroup.com>; 'Paul Thomas' <paul_thomas@papajohns.co.uk>; Jon Mott <jon_mott@papajohns.co.uk>
Subject: RE: P/2017/0249 Unit 1, Regent House, Regent Street, Wrexham
Importance: High

Kevin

Thank you for the email and apologies for the delay in coming back to you, I have been on leave for a few days. Now that we have a complete picture of the issues, I can confirm as follows:

1. Papa John's is undertaking a parking survey of the 30 minutes waiting time only spaces along Caxton Place and is in the process of securing additional off street parking within the site. The additional information will most likely be presented in the form of a Transport Statement addressing all the highways issues raised;
2. A Noise Management Plan will be submitted together and a Noise Assessment undertaken to address the comments of residents and the local Member;
3. Would you forward the contact details of the Conservation Officer so that we can discuss options for the flue and signage please?

We will aim to submit the above to you ASAP. Would you confirm if any re-consultation will be required and what the next two Planning Committee report deadlines and meeting dates are please (on the assumption this is likely to be a committee item now)?

If you have any queries or require any further information please do not hesitate to contact me.

Many thanks,

Kind regards

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From: Kevin Hughes [<mailto:Kevin.Hughes@wrexham.gov.uk>]
Sent: 05 July 2017 13:42
To: Dafydd Williams <dafydd.williams@rpsgroup.com>
Subject: [EXT] P/2017/0249 Unit 1, Regent House, Regent Street, Wrexham

I attach highways comments on your recent further submission of information requested by highways.

Regarding your e-mail on the 7th June and point 1 highways have made the following comments:-

Point 1

The 30 minute waiting bays along Caxton Place are in regular use throughout the day and there is quite often no spaces available so I would disagree that these spaces are available at all times. If the car park is generally unused in the evenings then highways consider it would make sense to have a formal agreement whereby additional parking spaces could be utilised which provide adequate parking for staff at the premises, delivery staff and customers. As very limited parking space is available in the day, Highways consider it would seem appropriate to include a condition restricting opening hours to say 18.00 to midnight each day to limit the potential for indiscriminate parking in the vicinity of the site.

Point 2.

Response as for point 1

Point 3.

Details of maximum number of staff likely to be on site at any one time have not been provided. Highways assume that any staff with cars but without parking provision are unlikely to want to pay every day for long stay parking and are likely to look for alternative parking along residential streets within the vicinity of the site.

Point 4.

Although parking and turning facilities for larger delivery vehicles is limited it is accepted that the former carpet shop/flower shop would have been serviced by refuse vehicles and delivery vehicles.

Highways consider any coning off of areas for delivery vehicles within the existing car park would be difficult when it is full during the day. Would this not deprive existing office workers of their parking provision.

Highways consider in order to view the application more positively, it would be beneficial to include a suitable condition restricting opening hours to say 18.00-midnight each day to limit the potential for indiscriminate parking in the vicinity of the site. If the car park is generally unused in the evenings then highways consider it would make sense to have a formal agreement whereby

additional parking spaces could be utilised which provide adequate parking(in perpetuity)for staff at the premises, delivery staff and customers. It is accepted that the existing limited on street parking bays along Caxton Place are more likely to be free during the evenings.

There have been objections from nearby residents at the apartments at Caxton Place, including the Management Company of the residential block and offices on the grounds of noise to nearby neighbours and disturbance due to the late hours of opening in particular The residents have similarly objected on the grounds of increased deliveries, compound parking problems, increased highway danger with parking at the entrance to Caxton Place and indiscriminate parking generally, increase in litter, only 1 parking space allocated on site, flue not acceptable given its likely impact on the Conservation area and adjoining listed buildings

The Local Member has also raised concerns raised concerns regarding the highway safety issues and noise concerns of nearby residents.

Conservation. Regent House is located within the Grosvenor Road Conservation Area and given its prominent location is on a key site at the gateway into the Grosvenor Road Conservation Area as approached from the south. The impact of the development needs consideration in terms of the impact on the Conservation Area and nearby Listed Buildings. Concerns have been raised by the Conservation Officer, primarily in relation to signage(advert application) and extraction. Specific guidance on signage within Conservation Areas is set out in Planning Guidance Note 12 which states that a greater standard of design and attention to detail and materials is required in order to protect the special architectural and historical character of the area. Fascia signs should ideally be hand painted or have applied lettering. Internally illuminated fascias and hanging signs are not normally considered acceptable within the Conservation Area.

A further concerning element of the design proposal relates to the highly prominent and large extract flue to the side elevation and would be an undesirable addition to the Conservation Area which would also be seen in the context of the adjoining grade 2 Listed Building.

Highway concerns given the location remain. Whilst they have made reference to utilizing the rear carpark for staff parking delivery vehicles and customers in the evenings at night whist this may overcome some of the issues, the further impact of noise and disturbance to neighbours in the evenings, night time and early hours of the morning needs careful consideration as do the conservation comments.

The hours proposed are certainly likely to have a detrimental impact on nearby residential amenity.

The highway issues are not considered to be resolved and I would appreciate your comments with regard to residential amenity and the Conservation comments.

Given the proposed hours of opening and increased vehicle movements with in particular early evening, late night and early morning noise this may be difficult to address.

Kevin

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