

**Residential & retail development
and associated car parking,
at the site of the former Porthcawl Hotel,
John Street, Porthcawl**

**Commercial Traffic & Delivery Plan
Rev.A
May 2024**

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Applicant: Easy Living
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1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Limited has been appointed by Easy Living and Coastal Housing Group to produce a Commercial Traffic and Delivery Plan to accompany a planning application to discharge condition 16 on planning permission P23/229/NMA.

1.1.2 It is proposed to refurbish (including partial demolition) and redevelop the site of the former Porthcawl Hotel, John Street, Porthcawl for the provision of 17 x 1- & 2-bedroom residential units & commercial units at ground and first floor levels.

1.1.3 There are 2 ground floor commercial units of 157m² and 175m² gross floor area respectively. The content of this Commercial Traffic and Delivery Plan has been agreed with Easy Living Limited and Coastal Housing Group who will be the land lord of the retail units.

1.1.4 This document has been prepared to discharge condition 16 of the planning permission reproduced below:

No development shall commence until a Commercial Traffic & Delivery Plan has been submitted to and agreed in writing by the Local Planning Authority. All servicing and delivery vehicles movements to the commercial units shall be made in accordance with the approved Traffic & Delivery Plan once the development is brought into beneficial use and retained thereafter.

1.1.5 It should be noted that conditions 10 & 11 imposed on the planning permission are also relevant to this DMP

10. Deliveries to the commercial premises shall only take place via John Street (not Hillsboro Place unless the deliveries are being made via the underground car park which is accessed from Hillsboro Place) between the hours of 07:30 and 20:00 hours Monday to Friday and between 08:00 and 20:00 hours Saturdays, Sundays and Bank Holidays.

11. Waste collections from the commercial premises shall only take place between the hours of 07:30 and 20:00 Monday to Friday and between 08.00 and 20.00 Saturdays and not at all on Sundays and Bank Holidays.

Reasons: In the interests of residential amenities.

1.2 Local Area

1.3 The location of the site is shown in Figure 1.1.



Figure 1.1 Site location

1.4 Purpose of the Report

1.4.1 The purpose of this Delivery Management Plan is to provide information on the number of service vehicle deliveries and collections that will visit the development and how servicing activities will be accommodated.

1.5 Structure of the Report

1.5.1 Following this introductory chapter, the report is structured as follows:

- Section 2 briefly details the existing situation near the site including the surrounding highway network;
- Section 3 details how deliveries to the site will be managed including the management and collection of waste;

Section 4 concludes the document.

2 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located at the southern end of John Street in Porthcawl town centre and its location and the local highway network is shown in **Figure 2.1** below.



Figure 2.21 Site location & local highway network

2.1.2 The site is bounded by John Street to the west, Dock Street to the south and Hillsboro Place to the east. The local highway network is subject to several traffic management measures and waiting and loading restrictions. One-way traffic south-bound only is permitted on John Street and Well Street is one-way only for east-bound traffic.

2.1.3 A significant variety of retail, leisure, employment, and residential land uses are in the town centre. There are also a variety of waiting and loading restrictions present on the public highway in the vicinity of the site and these are described below.

2.1.4 This section of the DMP also briefly describes the characteristics the roads in the immediate vicinity of the development site.

2.2 John Street

2.2.1 John Street is predominantly a pedestrianised High Street that runs in a northerly alignment and is the principal retail area of Porthcawl. One-way south-bound traffic only is permitted to its junction with Dock Street. Cycling is prohibited along this section. To the south of Dock Street, the road remains one-way south-bound only but is no longer pedestrianised.

2.2.2 Loading activities are permitted between the hours of 5pm to 11am on the pedestrianised section. The road may be used by disabled motorists and operates one way in a south bound direction only.

2.2.3 To the south of Dock Street there are loading bays demarcated on both sides of the carriageway. These restrict use of the bays to 30 minutes for loading activities during the hours of 6am to 7p.m. During the hours of 7pm to 6am the bays may be used by taxis only but may not be used for the parking of other vehicles.

2.3 Dock Street

2.3.1 Dock Street intersects with John Street immediately adjacent to the site's southern boundary and follows a west to east alignment. Two-way traffic is permitted and it provides access to a small surface pay and display car park. This car park abuts the southern boundary of the much larger Hillsboro Place surface car park.

2.3.2 There are double yellow line waiting restrictions present on both sides of the carriageway and those on the northern side of the road are also accompanied by loading restrictions. On street parking is permitted approximately 6m east of its junction with Hillsboro Place on the approach to the surface car park.

2.3.3 There is a demarcated disabled bay on the southern side of Dock Street. This may only be used by disabled blue badge holders during the hours of 9am to 5pm.

2.4 Hillsboro Place

2.4.1 Hillsboro Place follows a northerly and parallel alignment to John Street to the west. Its western side is comprised of the rear of the retail and other premises that front John Street and a terrace of residential houses is located on its eastern side.

- 2.4.2 There are a mix of waiting and loading restrictions present with double yellow lines at its southern end changing to a single yellow line approximately 14m north of its junction with Dock Street. A disabled bay of approximately 22m in length is provided outside the residential properties numbers, 16 – 19 Hillsboro Place.
- 2.4.3 Much of the western side of the road is marked with a loading bay allowing 30 minutes for goods vehicles loading activities during the hours of 9am to 5p.m. A section of this loading bay that abuts the site's façade is to be removed.

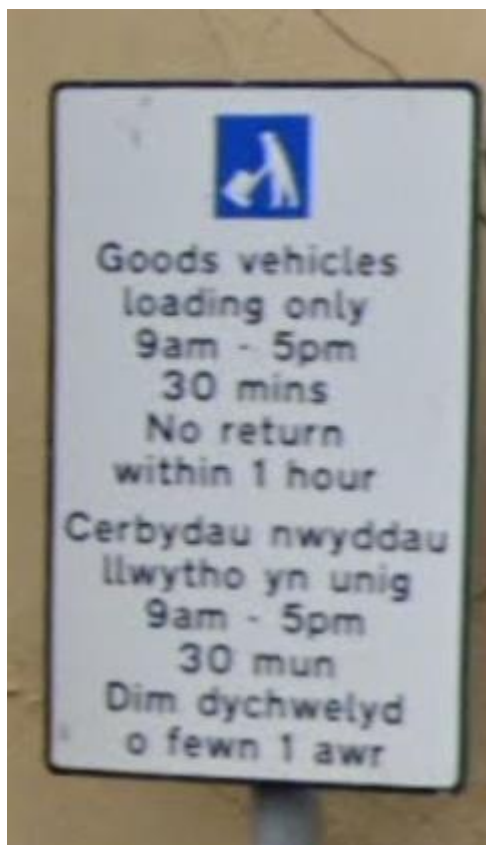


Figure 3.3: existing loading restrictions on Hillsboro Place.

3 MANAGEMENT OF DELIVERIES AND SERVICING TRAFFIC

3.1 The development

3.1.1 The development includes the provision of 17 x 1- & 2-bedroom residential units & 2 number commercial units at ground and first floor levels. The commercial units are of 153m² and 174 m² gross floor area respectively.

3.1.2 There were a mix of leisure and café/bar uses previously operating in the former Porthcawl Hotel.

3.1.3 There are 6 car parking spaces provided within the development's curtilage one of which is demarcated as a disabled bay.

3.1.4 The existing footway that abuts the Hillsboro Place façade of the development is to be increased in width to 1.8m. See figure 3.1.



3.1.5

Figure 3.1 Car parking at development.

3.2 Objectives

3.3 The primary objective of the Delivery Management Plan is to ensure the most efficient means of servicing the commercial units at the site and ensuring that any activity is conducted in a safe manner whilst minimising inconvenience to other site and highway users.

3.4 The Delivery Management Plan will be an important tool to help minimise the occurrence of simultaneous arrival of small goods vehicles and light vans that will deliver products to the commercial units.

3.5 The objectives of this Delivery Management Plan are

- *Where possible to ensure that deliveries are planned to avoid simultaneous deliveries to each unit.*
- *To ensure, where possible deliveries occur at specified times or days of the week, to minimise conflict with peak use of the surrounding area and in accordance with the relevant planning condition and restrictions in force on the public highway;*
- *To ensure that all waste from the development is collected in a safe and efficient manner and in accordance with the planning condition.*
- *To ensure that waste collection is undertaken in full compliance with all relevant legislation and regulations.*

3.5.1 The ground floor layout is shown in **Appendix A**.

3.6 Servicing vehicle types, frequency and times

3.6.1 At the time of preparing this DMP the tenants of the retail users are unknown. Once the units are occupied tenants will be provided with a copy of this DMP.

3.6.2 No goods vehicles larger than rigid hgv 10m in length is expected to service either of the commercial units. Tenants of the retail units will not be permitted to accept deliveries in goods vehicles that exceed 10.1m in length.

- 3.6.3 Delivery goods vehicles will be directed to use the existing loading bays on the southern end of John Street beyond the pedestrianised zone.. Deliveries in cars or small vans may use the development's parking spaces (if free) detailed in Figure 3.1
- 3.6.4 To estimate the number of daily service vehicle arrivals the current version of the TRICS database has been used to forecast a possible OGV daily trip profile representative of servicing visits to the 2 units.
- 3.6.5 Asbri Transport Limited are advised that the planning permission allows several possible occupiers such as the following:
- Takeaway (subject to hours of operation)
 - Traditional café
 - Restaurant
 - Clothing Retail shop
 - Charity shop
 - Discount goods
 - Gift shop
- 3.6.6 Based on TRICS analysis it is considered a restaurant or clothing retail unit may attract the larger type of goods vehicles with potential for servicing by rigid hgvs of 10m in length.
- 3.6.7 Some of the other potential end users will be serviced by light vans and these could use the parking spaces within the site's curtilage.
- 3.6.8 As detailed in section 1 all deliveries to the site will comply with conditions 10 & 11. In brief, these conditions restrict delivery activity to between the hours of 07:30 and 20:00 Monday to Friday and between 08.00 and 20.00 Saturdays and not at all on Sundays and Bank Holidays.
- 3.6.9 Additionally, deliveries by goods vehicles will utilise the loading bays on the southern end of John Street (to the south of Dock Street) unless the vehicles are of sufficient size to use the car parking bays within the development's curtilage.

3.7 Refuse and Recycling Collections

3.7.1 Refuse and recycling collections will be carried out a maximum of 2 times a week and will be fulfilled through private collection. Waste collections from the commercial premises shall only take place between the hours of 07:30 and 20:00 Monday to Friday and between 08.00 and 20.00 Saturdays and not at all on Sundays and Bank Holidays as required to comply with condition 10.

3.7.2 The bin stores are located to the rear of each unit and the refuse will be collected from Hillsboro Place.

3.7.3 The land-lord will:

- Ensure compliance with all environmental legislation applicable to the business and operations.
- Work to integrate environmental considerations into all business decisions.
- Raise employee awareness of their own environmental responsibilities at work and their role in implementing this policy.
- Encourage business partners and suppliers to operate in an environmentally responsible manner.
- Conduct effective dialogue on environmental matters with all interested parties, as appropriate.

4 CONCLUSION

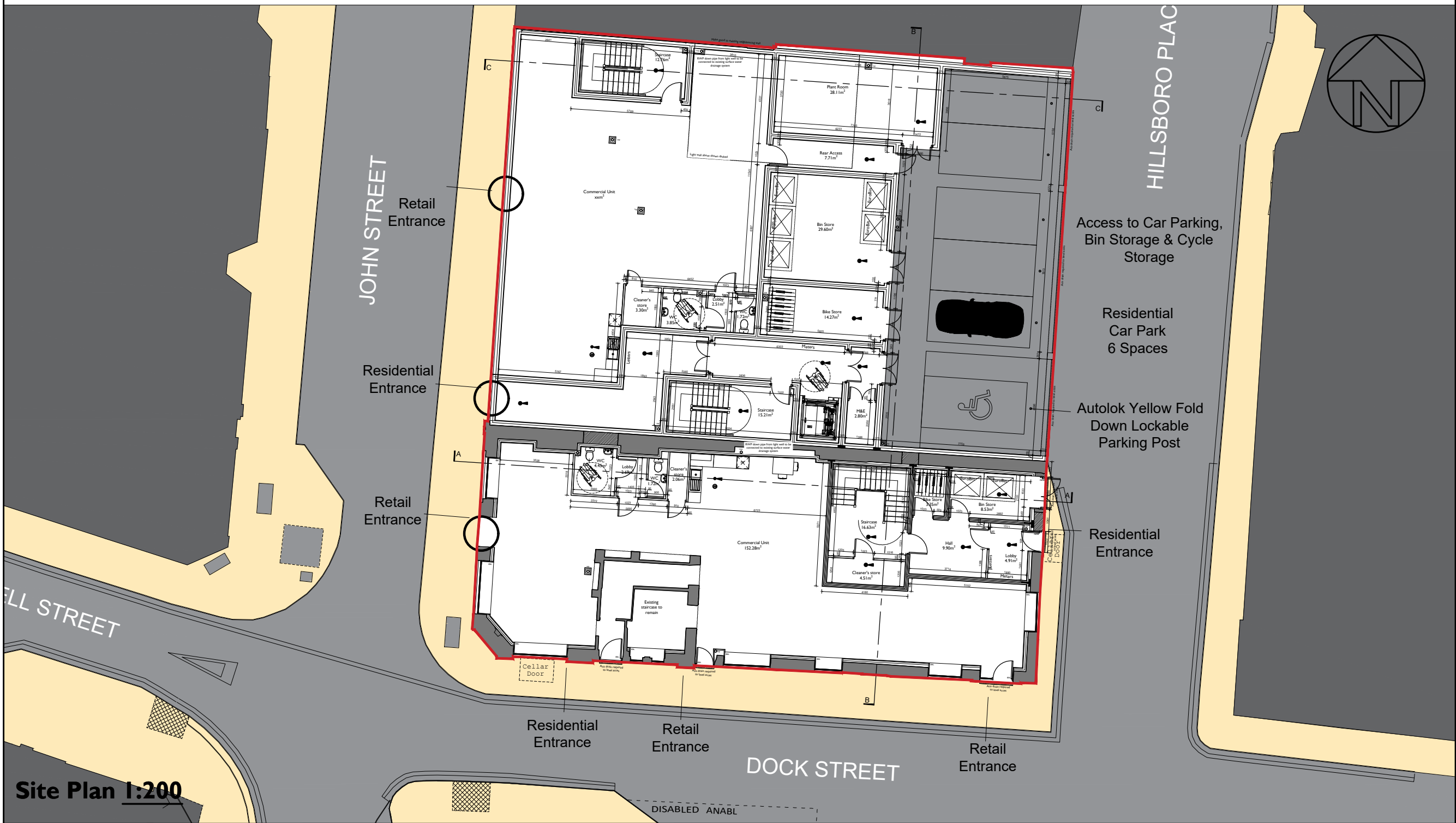
- 4.1.1 This servicing management strategy has detailed measures that will be deployed by Easy Living and Coastal Housing Group to ensure the commercial units are serviced in an efficient and safe manner.
- 4.1.2 This will ensure that deliveries adhere to the relevant conditions 10 and 11 referenced in this document and in compliance with restrictions to such activity that apply on the public highway.
- 4.1.3 The site is in the town centre and in the vicinity of extensive waiting and loading restrictions in place on the public highway that are accompanied by Traffic Regulation Orders.
- 4.1.4 The location of existing loading bays on the public highway in the vicinity of the site has been detailed in section 2. Depending on the type of tenants that lease the floor space it is possible that smaller service vehicles such as small vans will deliver via the parking spaces within the site's curtilage.
- 4.1.5 The management and operation of the strategy will be continually reviewed to ensure that servicing activities operate in an effective and efficient manner and in accordance with the approved Delivery Management Plan.

Appendices

Appendix A

PROPOSED GROUND FLOOR PLAN

PORTHCAWL HOTEL, 7-11 JOHN STREET, PORTHCAWL, CF36 3AP



Site Plan 1:200

Notes
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Revision:	Description:	Date:

EXTERNAL FINISHES
Walls - Terrix Polymer Silicate Rough Cast Off White / Cream Render to match existing.
Roof - Pitched Roof - Blue/Grey Welsh Slate, Reclaimed Slate or Canadian Glendyne with Ridge Tiles to Match Existing.
Windows & Doors - Residence 9 Grained White UPVC Double Glazed Sliding Sash Windows. Shopfront to have Residence 9 Grained Eclectic Grey UPVC Windows and Doors.
RWG - White UPVC RWG & Facias to Match Existing.

Drawing Status:
PLANNING



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Client:
 Easy Living Ltd

Project Title:
 Proposed Refurbishment & Redevelopment (Partial Demolition) of The Porthcawl Hotel into Residential Units & Commercial Units.

Drawing Title:
 Proposed Site Plan & Ground Floor Plan

Scale:	Drawn:	Date:
1:200 @ A3	RE	May 23
Job No:	Drawing No:	Rev:
1047	05	-

KEY:

BOUNDARY TREATMENTS AND RAILINGS

Application Site

SURFACE FINISHES

- Concrete
- Proposed Building
- Grass
- Pavement

BIN STORAGE

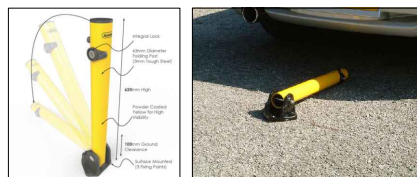
- 6 x 1100 Ltrs Bins
- 2 x 240 / 360 Ltrs Bins

Bin Storage must be secure. Access into the BIN area must be controlled by access control e.g digilocks, fob or swipe car. Bin stores should be lit.

PARKING AREAS

- 5 x Car Parking Bay
- 1 x Disabled Car Parking Bay

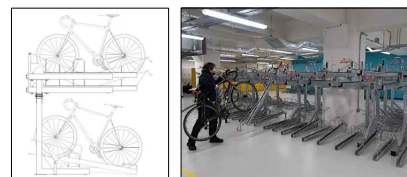
A total of 6 undercroft car parking bays will be on site, secured with Autolok Yellow Fold Down Lockable Parking Post



BICYCLE STORAGE

Two Tier Bike Racks to be placed in secure bicycle storage rooms. Access into the bike area must be controlled by access control.

Number of bays and design TBC.



DOOR SECURITY AND WINDOW SECURITY

The main external doors and individual apartment doors must meet the standards specified by SBD. Refer to proposed elevations for window and door openings.

Refer to SBD document for requirements.

MATERIALS AND FINISHES

All materials and finishes to be in keeping with existing.

Refer to Proposed Elevations and Discharge of Conditions Letter for samples of materials, colours and finishes.

SCHEDULE OF ACCOMODATION:

Apartments	No of Apartments
1 Bed 2 Person	07
2 Bed 4 Person	10
Total Number of Apartments	17
TOTAL AREA:	Floor Area (m2)
Level 1 - Basement Plan	TBC
Level 2 - Ground Floor Plan	TBC
Level 3 - First Floor Plan	TBC
Level 4 - Second Floor Plan	TBC
Level 5 - Third Floor Plan	TBC
Level 6 - Fourth Floor Plan	TBC
Level 7 - Fifth Floor Plan	TBC
Total Floor Area (m²)	TBC
Total Site Area (Hectares)	TBC

