

MEMORANDUM



From: Infrastructure and Planning Manager **To:** Chief Planning Officer

Our Ref: TH/DC/PD/2010/0952

Your Ref: P/2010/0952

Date: 5 May 2011

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2810 3720 Chirk Station, Station Avenue, Chirk

Development: Reinstallation of railway, erection of station buildings, operation of railway, extension to existing footbridge, replacement footbridge, construction of platforms, extension to Cadburys visitors car park to provide additional parking for railway users, provision of layby, alteration to existing vehicular field access and access trackway and other general associated ancillary works.

Further to our recent site meeting with the applicant in respect of the above site.

In my memo dated 14 December I raised a number of concerns regarding the proposed development. These concerns were not adequately addressed either at the site meeting or in the e mail received from Chris Phillimore on 1 March 2011.

I therefore request that the applicant submits further details to address the outstanding issues.

1. The projected visitor numbers appear to be arbitrary. Can the applicant confirm whether any validation of the figures has been carried out in comparison with other visitor attractions? Whilst the projected average visitors per day appears acceptable, the access statement needs to clarify the impact on visitor numbers that will result from seasonal peaks (bank holidays / school holidays).
2. The projected visitor number equates to approximately 3.5 per car. Can a study please be undertaken demonstrating an occupancy rate of 2 per car to fully determine the highway impact and car parking requirement?
3. Can a car parking layout plan be provided to demonstrate the number of spaces proposed. The plan will also need to demonstrate adequate provision for the parking of coaches.
4. The proposed access track suffers from inadequate visibility. Can the applicant confirm the intended use of this access with a definitive answer on the nature and number of vehicles using it. They will need to consider what they are able to achieve in terms of optimising visibility from the access given

the land and ecological constraints. A vehicular speed survey would allow us to consider visibility requirements.

5. If planning permission is granted then a condition will be imposed requiring further details of the new footbridge over the railway line and its links to the existing footway near the Canal Wood Industrial estate access.
6. If planning permission is granted then a condition will be imposed requiring the submission of a condition survey on the existing retaining walls and also a slope stability report. No development will be permitted until a satisfactory assessment has been submitted.
7. Further to our discussions on site with regards to the Pontfaen Station proposal, a development proposal that potentially generates significant pedestrian flows, including children, crossing the B4500 cannot be supported as the road has a 60 mph speed limit.

To introduce a controlled pedestrian crossing facility would require a maximum speed limit of 40mph. Whilst the Council will be reviewing the speed limits on Class A and Class B roads, the programme, which has been reported to elected members, is to review the B4500 in Year 5 of the programme (this year is year 1).

In order to support the application, it will be necessary for the applicant to commission a speed limit review of the B4500 identifying if appropriate, the measures necessary to support a change in the speed limit to 40mph.. The review should be conducted in accordance with Welsh Assembly Government Circular No. 24/2009 – Setting Local Speed Limits in Wales. If a 40 mph speed limit proves viable, the applicant will need to develop a proposal for a controlled crossing of the B4500.

If the applicant cannot provide the information requested then I am minded to recommend that the application is refused.



Infrastructure and Planning Manager