

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: JP/2010/0568

Your Ref: P/2010/0568

Date: 21 January 2011

TOWN AND COUNTRY PLANNING ACT 1990.

Location: O. S Grid Ref: E 330104 N 339480 Chirk Park Adjacent to A5/A483 and Green Lane, Halton, Chirk, Wrexham

Development: Cultural and Visitor Centre with Central Feature Tower Topped with a Sculpture of the Welsh Dragon

I refer to my memo of 8th November 2010 and our discussions with the applicant following Planning Committee on 4th January 2011.

The applicant has now given further consideration to highway mitigation measures and how they might be brought forward independent of the trigger mechanism developed and referred to in my original response.

The applicant has now agreed to bring forward a range of mitigation measures that are independent of a vehicle flow trigger mechanism.

Highway Improvement

A preliminary design has been prepared for a modification to the A483/A5 Halton roundabout which results in a significant improvement to its capacity. The design is based upon the vehicle trips estimated to derive from 230,000 visitors per annum and the assumptions made in the transport assessment on turning movements.

The applicant has offered to provide a non refundable bond of £150,000 to secure the construction of this improvement.

In order to ensure that a highway improvement is developed that properly reflects the actual travel patterns and turning proportions at the roundabout, it is proposed to undertake travel surveys within the first six months following opening. Notwithstanding this, the mitigation scheme will be based upon the visitor numbers and traffic flows anticipated by the business case (I.e. 230,000 visitors) following the first year of opening. The final scheme will then be refined and implemented within 18 months of opening of the development.

These proposals are satisfactory, subject to the agreement of the Welsh Assembly Government as highway authority for the roundabout.

Sustainable Travel Measures

The applicant has agreed to fund the following sustainable travel initiatives from the date of opening:

- An extension to the existing No 5A Sunday bus service connecting Chirk, the World Heritage Site and Llangollen to provide an hourly day time service to the site for 3 years from the date of opening at a cost of £10,000 per annum.
- An extension of the No 64 core daily bus service to provide pick up/drop off at the development site and to provide an hourly service to the site on Bank Holidays and during school holidays for 3 years from the date of opening at a cost of £5000 per annum.
- To provide a pre-bookable dedicated “Welsh Dragon” dial a ride shuttle bus service providing access to and from the development for the benefit of local community groups.

Restricted Working Hours

In order to mitigate the traffic impact of the development at times when the Chirk car boot sale is in operation, the applicant has agreed to limit opening hours on Sundays and Bank Holidays as follows:

- Parks and grounds open to public from 10-30am to sunset on Sundays and all Bank Holidays
- Cultural Centre including all public facilities (café, restaurant, gallery etc):
Open 10-30am to 10-30pm on Sundays

Note: restaurant and venue (for private functions) will be able to stay open if necessary until midnight all days including Sundays

- Tower:
Open 10-30am to sunset on Sundays and all Bank Holidays

Preventing Uncontrolled Parking

The applicant has agreed to extend existing Traffic Regulation Orders on the road network in the immediate vicinity of the site.

Conditions

The revised proposals will require deletion of Condition 14 and revision of Condition 15 attached to the 4th January 2010 Planning Committee report.

A handwritten signature in black ink, appearing to read "John Paul". The signature is stylized with a large, looped 'J' and a distinct 'P'.

Infrastructure and Planning Manager