

MEMORANDUM

From:	Network and Infrastructure Manager	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2011/0884	Your Ref:	KH/P/2011/0884
Date:	5 th March 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 507 Site of former Jacques Yard, Regent Street, Wrexham.

Development: Erection of Hotel (Use Class C1), creation of new access road, associated car parking, landscaping, improvement works to Wats Dyke and other associated works.

Further to your consultation dated 07/12/2011 and my memo dated 01/02/2012 in respect of the above, I comment as follows:-

Following further discussions and submission of additional details from Aecom, previously raised issues relating to the proposed development have now been addressed as follows:-

Network Rail Access

Aecom have now confirmed that the existing Network Rail "Right of Way / Access" located on the north easterly edge of the development site will be permanently closed up in the interests of highway safety. An alternative access will be provided within the proposed hotel car park providing alternative access to Network Rail land for maintenance purposes.

HGV Movements

Aecom have agreed to design the proposed signalized junction to accommodate the turning movements of a 16.5m articulated HGV and have submitted plans demonstrating the swept path analysis of such vehicles. Details have also been submitted demonstrating how such vehicles relating to Network Rail maintenance activities will be able to turn / maneuver within the proposed car park serving the hotel.

Traffic Counts / LinSig Modelling

Aecom have submitted further information relating to predicted traffic flows along Regent Street. After further consultation with our Traffic Section, the submitted 2006 traffic counts (adjusted using NRTF low growth rate – TEMPRO adjusted) are now considered to be acceptable, reflecting current traffic flows along the Regent Street / Mold Road corridor.

The submitted LinSig modeling for the proposed Regent Street / New Access Road junction and the Maesgwyn Road / Mold Road junction are considered to be unacceptable. However, I would recommend that the applicant submits a revised LinSig modeling scheme for further approval that optimizes the signalization of the proposed junction and demonstrates the satisfactory modelling of the potential signalization of the Maesgwyn Road / Mold Road junction in conjunction with the proposed signalized junction serving the development site.

Stage 1 – Safety Audit

A Stage 1 – Safety Audit considering the feasibility and preliminary design of the proposed scheme has not been submitted with the application. However, I would recommend that a Stage 1 – Safety Audit is carried out by an independent consultant and submitted for further approval prior to the commencement of any works.

Construction Traffic Management Plan including Details of Contractor Parking

In order to minimize disruption to traffic on the highway network and potential issues caused by inconsiderate contractor parking during the construction period, I would recommend that the applicant submits a suitable "Construction Traffic Management Plan including details of Contractor Parking" for further approval prior to the commencement of any works.

Travel Plan

Although the submitted Framework Travel Plan is generally considered acceptable, it does not include details relating to the provision of a replacement bus stop along Regent Street / Mold Road in lieu of the existing bus stop located opposite the development site along Regent Street which is being lost as a result of the proposed development. However, I understand that the applicant is now willing to provide a replacement bus stop along Mold Road / Regent Street subject to approval from our Transportation Section. I would therefore recommend that the applicant submits further details of the proposed replacement bus stop for further approval.

Future maintenance of Traffic Signals

I would recommend that the applicant enters into a s.106 agreement with the Council to contribute to the funding required for the future maintenance of the proposed signals and associated equipment along Regent Street. I would recommend that the developer submits further details of the proposed signals and associated equipment in order to determine / calculate future maintenance costs.

In terms of adoption of the proposed access road, I comment as follows:-

As the proposed access road is only currently proposed to serve the hotel as part of this application, the proposed access road would not be considered suitable for adoption. The proposed access road including parking / turning areas would therefore need to be privately maintained. However, should a future planning application be submitted for residential dwellings to the rear of the site, then further consideration could be given to the adoption of any proposed access road.

I would therefore recommend that any permission be subject to the following conditions:-

CONDITIONS

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the construction
E06N of the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new signal controlled junction*
- 2) *Signal controlled crossing across the proposed access and Regent Street*
- 3) *Details of a replacement bus stop along Mold Road / Regent Street.*

The scheme as is approved shall be fully implemented prior to first use of the development.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R No part of the development shall commence until a scheme detailing the construction
E06N of the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new carriageway / footway serving the development site,*
- 2) *Signal controlled crossing across the proposed access*
- 3) *A scheme for the provision of a new Network Rail access away from the proposed signal controlled junction connecting the site to Regent Street. The existing Network Rail access shall be permanently closed up. The new access shall be brought into use prior to the first occupation of the new hotel.*

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the following has
E06N been submitted to and approved in writing by the Local Planning Authority: ***delete as***
E07N ***appt ****

- 1) *A scheme enabling the co-ordination of traffic signals along Mold Road / Regent Street including details of how any future signalization of the Maesgwyn Road / Mold Road junction will be co-ordinated with the proposed signals for the development site.*

ZJ23 (PRE COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTD STAGE 1 – SAFETY AUDIT

026R No part of the development shall commence until a Stage 1 – Safety Audit has been submitted and approved in writing by the Local Planning Authority.

- ZJ45** **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.
- ZJ44** **TRAVEL PLAN (COMMERCIAL – END USER NOT KNOWN)**
055R A Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority following the first anniversary of first use of the development.

Notes to Applicant

- *The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*
You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.
The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out
- *Could you please ask the applicant to liaise with the WCBC Transport Officer – Keith Garvey on Tel: 01978 729759 to discuss / agree the re-location of the existing bus stop on Regent Street.*
- *I would recommend that the applicant enters into a **s.106 agreement** with the Council to contribute to the funding required for the future maintenance of the proposed signals and associated equipment along Regent Street. I would recommend that the developer submits further details of the proposed signals and associated equipment in order to determine / calculate future maintenance costs.*

Supplementary Notes

The applicant's attention should be drawn to item nos. 1,2, 3, 4 & 5 of the supplementary notes.



Network and Infrastructure Manager