



FIG.26. PROPOSED MASTERPLAN



11.1 PROPOSED SITE ACCESS

The proposed development includes vehicular access to the detailed component via a new priority right turn island junction off Bryn Lane. To assist crossing of Bryn Lane, a pedestrian refuge island is proposed west of the site access. Furthermore, there are plans for a new access arm off the 4-arm Industrial Estate Road roundabout. As part of the proposals, dropped kerbs and tactile crossings are planned at the new access roundabout. It is anticipated that the roundabout access will be implemented before the drive-thru and petrol filling station become operational. There is an additional access to the primary substation, though it is anticipated this will only be used for occasional maintenance access only.

The site layout of the proposed development follows current best practices to accommodate pedestrians and cyclists. Throughout the site, there are proposed 2m off-road footways and 2m on-road cycleways. Additionally, there are additional footpaths within the site that provide access to Francis' Lane to the northeast of the site. The public right of way on the eastern boundary of the site will be retained and improved to provide a linkage between Bryn Lane and Francis' Lane.

The proposed development site is situated in an accessible location, enabling visitors and employees to make use of existing public transport links and pedestrian/cycle facilities. An impact assessment indicates that the proposed development will have minimal impact on the local highway network across all assessment scenarios. Moreover, the recorded accident data in the vicinity of the site does not indicate any existing highway safety patterns or problems.

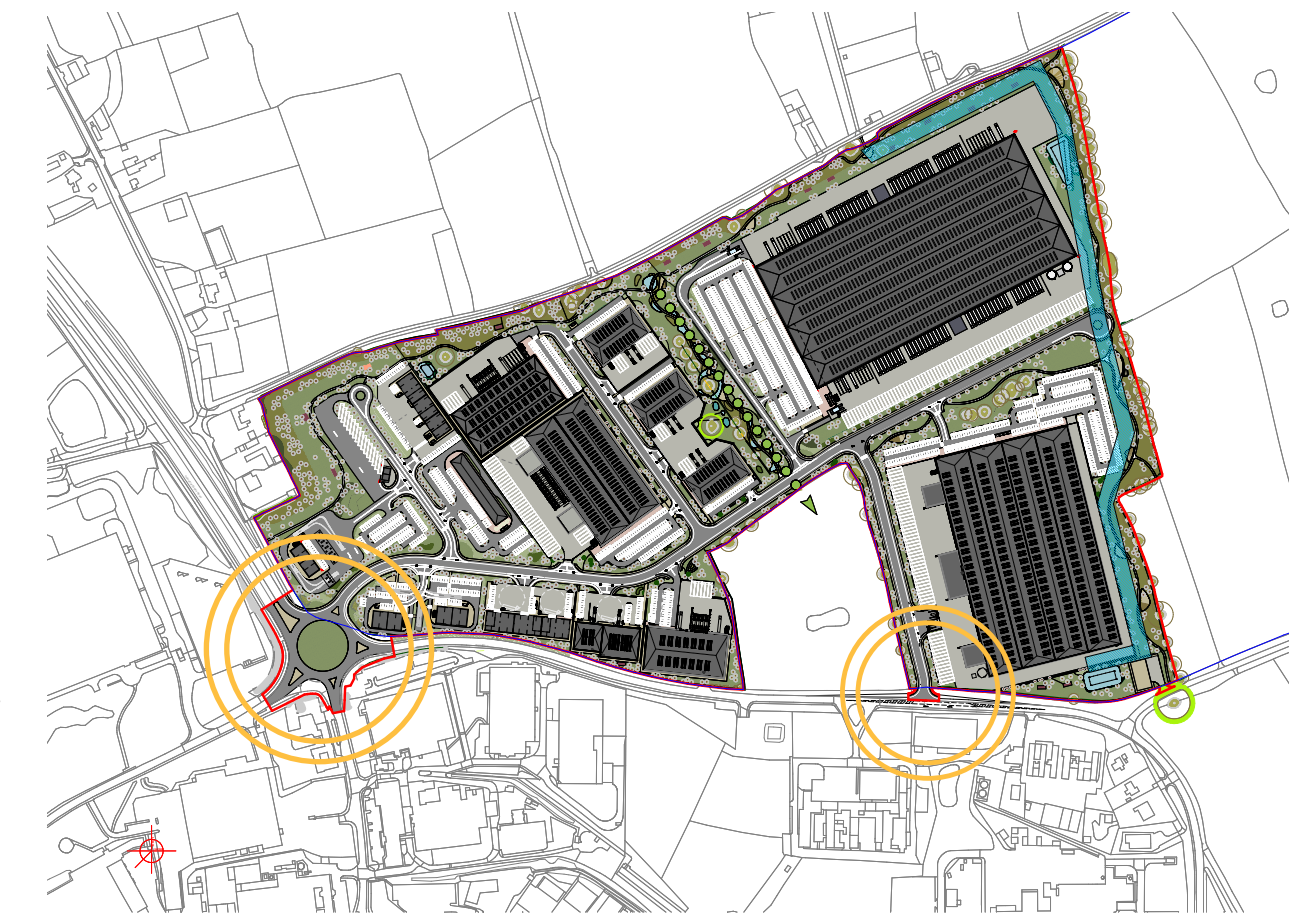


FIG.27. PROPOSED ACCESSES INDICATED ON THE MASTERPLAN