# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Tyler Fox |
| **Our Ref:** | ET/DC/PP/P/2025/0208 | **Your Ref:** | P/2025/0208 |
| **Date:** | 29/04/2025 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**FORMATION OF VEHICULAR ACCESS AND CLOSURE OF EXISTING VEHICULAR ACCESS.**

**ERLAS VICTORIAN WALLED GARDEN, BRYN ESTYN ROAD, WREXHAM, LL13 9TY**

I refer to your consultation / email dated 04/04/2025 in respect of the above.

**General**

Erlas Victorian Walled Garden was established in 2002, following the vision of a dedicated group of local volunteers and supporters who sought to breathe new life into this historic site. The garden is set within the grounds of the former Erlas Park.

It is understood that the centre is used for growing / cultivating plants and is visited by people with learning difficulties, people suffering from stress acting as a place of sanctuary / recovery. It is understood that the centre is run by 12 staff some of which are volunteers.

The site comprises a block of office buildings, an education room, gardens and a couple of parking areas. Located to the east of the site sharing the same access points is the disused Erlas Hall building along with the Salvation Army Homelessness Service accommodation. There is currently an internal access road linking the development site between Erlas Hall and the Salvation Army accommodation building. However, I understand that this link will be gated off if the proposed new access for the Erlas Garden Centre is approved.

**Access**

The proposed development site is located on Bryn Estyn Road which is a rural, classified road subject to a 60mph speed limit. However, the LHA estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Existing Access Arrangements

The site currently utilises the existing accesses located further east along Bryn Estyn Road. An in only and exit only system is in place in this location with vehicles / visitors at the site exiting out of the access located opposite Bryn Estyn Court.

There is an existing gated access at the western end of the site which accesses onto Bryn Estyn Road.

Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 11m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing trees / vegetation either side of the access.

This access is approximately 5.9m wide and gated at 3.1m behind the edge of carriageway. The access is surfaced with loose bound materials.

I understand that this access has not been in regular use for a number of years. However, the applicant wishes to close up this sub-standard access and construct a new access approximately 40m further west along Bryn Estyn Road.

Proposed Access

The proposed access indicated on the proposed Site Plan (Drg. No. EG/PD/02) indicates the provision of 2.4 x 43m splays in both directions measured to the nearside edge of the adjoining highway which is considered acceptable and a significant improvement on the existing gated access. This will require the removal of a section of vegetation either side of the access.

Any proposed gates must be located a minimum distance of 5m behind the adjoining highway.

Assuming the access slopes into the development site then an Aco drain or similar would not be required. **The LHA recommends the applicant indicates the proposed access gradient on a revised layout plan.**

There would appear to be an existing gully located in close proximity to the proposed access. **The LHA recommends the applicant indicates any existing gullies on a revised layout plan.** Any existing gullies may require re-locating dependent on their position.

The proposed access is 5m wide with 4.5m kerb radii and surfaced with hard bound materials for a minimum of 5m behind the highway boundary which is considered acceptable.

If the application is supported, the applicant will require s.184 consent to construct the access across the highway verge (see note).

**Parking & Turning Provision**

There are currently 2 main parking areas within the site providing approximately 24 spaces. The site appears to generate only a relatively low number of daily vehicle movements and current parking arrangements are considered adequate.

There would appear to be adequate turning space within the site to cater for the occasional mini-bus / transit van type vehicles that visit the site.

**Conclusion**

The LHA request the following additional information:-

- Assuming the access slopes into the development site then an Aco drain or similar would not be required. **The LHA recommends the applicant indicates the proposed access gradient on a revised layout plan.**

- There would appear to be an existing gully located in close proximity to the proposed access. **The LHA recommends the applicant indicates any existing gullies on a revised layout plan.** Any existing gullies may require re-locating dependent on their position.



On behalf of Chief Officer, Environment & Technical

***Note to Applicant***

***VERGE CROSSING LICENCE***
*A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.*