

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0732	Your Ref:	JGK/P/2010/0732
Date:	1 st February 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 376 512 Clays Golf Club, Bryn Estyn Road, Llan Y Pwll, Wrexham.
Development: Improvements to driving range and 18th hole by extending existing earth mounds and erection of replacement high fence and new high fence to retain golf balls within driving range.

Further to your email dated 31/01/2011 and submitted traffic management plan in respect of the above, I comment as follows:-

Bryn Estyn Road is a rural, narrow, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph along this section given the geometry of the road.

Any proposed / existing access would normally require visibility splays of 2.4 x 120m in both directions measured to the centerline of the adjoining highway in accordance with TAN 18. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access on the northern side of Bryn Estyn Road appears adequate providing splays in both directions in excess of 2.4 x 120m measured to the centerline of the adjoining highway.

Visibility from the existing access on the southern side of Bryn Estyn Road appears adequate in the easterly direction providing a splay in excess of 2.4 x 120m measured to the centerline of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 50m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

In order to support any increased use of this access, I would recommend that this section of hedgerow is cutback to provide a splay of 2.4 x 120m measured to the centerline of the adjoining highway.

If the required splay cannot be achieved then appropriate traffic management would be required along this section or the use of a banksman. Appropriate traffic management signs shall also be utilised along this section.

I would recommend that the first 15m of both accesses are temporarily surfaced with hardcore behind the carriageway edge to avoid deleterious material being carried onto the adjoining highway.

Adequate turning facilities appropriate to the size of vehicle being used shall be provided on both sides of Bryn Estyn Road.

The existing grass verges fronting both access points shall be reinstated to the satisfaction of the Highway Authority once the works are completed.

I have advised our Area Engineer Streetscene – Mr. Kevin Edwards to monitor the condition of this section of Bryn Estyn Road including highway verge to assess any potential damage caused as a direct result of the proposed earthworks. Any damage occurring to the highway as a result of the development shall be rectified at the developer's expense.

In conclusion, I would recommend that the applicant submits a revised construction Traffic Management Plan incorporating the above requirements.

A handwritten signature in black ink, appearing to be 'J. P. N.', written in a cursive style.

Infrastructure and Planning Manager