

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0900	Your Ref:	SJG/P/2010/0900
Date:	17 TH November 2010		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 360 511 Erlas Garden Project, Bryn Estyn Road, Wrexham.

Development: Erection of workshop / wet weather working area.

I refer to your consultation dated 01/11/2010 in respect of the above.

The proposed development site is located on Bryn Estyn Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30 – 40mph along this section given the geometry of the road.

Bryn Estyn Road is a narrow, rural lane which suffers from inadequate carriageway widths, poor forward visibility, lack of footways and has no street lighting provision for the majority of its length.

The development site itself is located within the grounds of the Erlas Training Centre and is accessed via 2 no. access points which serve the overall site.

Assuming typical vehicle speeds of around 25mph approaching the existing access (exit), Manual for Streets would normally require visibility splays of 2.4 x 33m measured to the nearside edge of the adjoining highway.

The easterly access (out only) is approximately 3.0m wide and provides limited visibility of approximately 2.4 x 27m in the westerly direction. Visibility in this direction is restricted by the existing boundary fence. Visibility to the east is considered to be adequate as Bryn Estyn Road is gated just beyond this point.

Parking and turning provision at the proposed development site appears adequate.

Given that Bryn Estyn Road is a narrow, rural lane which suffers from inadequate carriageway widths, poor forward visibility, lack of footways, has no street lighting provision for the majority of its length including the inadequate level of visibility at the existing access serving the site, I would not wish to support any proposed development at this site that is likely to result in a significant increase in vehicle movements along Bryn Estyn Road.

However, I understand that the proposed development is simply an upgrade of the existing workshop / wet weather facility. I understand that the majority of people attending this facility are typically transported to the site by mini-bus and it is therefore considered that the proposed development is unlikely to result in any significant increase in vehicle movements along Bryn Estyn Road.

I would therefore advise you that I do not intend to make any recommendations on highway grounds.

Supplementary Notes

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

A handwritten signature in black ink, appearing to read 'J. Park', is positioned above the title.

Infrastructure and Planning Manager