

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Mared Rees-Jones

Our Ref: **Your Ref:** P/2020/0790

Date: 17th February 2021

Glyndwr University, Mold Road, Wrexham, LL11 2AW
Discharge of Condition 18 (Junction layout) of Planning Permission P/2018/0666

Further to your email / consultation dated 12/1/2021 in respect of the above, I comment as follows:-
Condition 18: "Notwithstanding the approved 1:200 Mold Road/Crispin Lane Junction Arrangements Rev B plan, a scheme detailing the construction of the following shall be submitted to and approved in writing by the Local Planning Authority: 1) Detailed layout, design, drainage, construction and visibility splays of the proposed junction realignment at Mold Road/Crispin Lane. The approved scheme shall be fully implemented prior to first use of the development.

Junction layout and visibility splays

An appropriate junction layout has been proposed. The submitted General Arrangement drawing demonstrates 2.4x43m visibility splays in each direction from Crispin Lane, which is appropriate for a 30mph road and is the standard that has previously been conditioned for development at the site. The drawing does show a circular object within the visibility splay to the east of the junction. As there does not appear to be any obstruction at this location it is assumed that the object is not above the surface pavement level. The acceptability of the visibility splay is dependent on it being kept clear of obstructions.

Footways

The proposal maintains the existing pedestrian routes. The proposed 2m footway on the west of Crispin Lane represents an improvement to the existing footway as it removes existing issues of a narrow section of footway and avoids a telegraph pole and lighting column that currently obstruct the footpath. A dropped kerb is provided to allow pedestrians on Mold Road. Manual for Streets advises against putting dropped kerbs and tactile paving on the curve of the junction, even when this is on the desire line, as it can cause difficulties for blind people.

Drainage

I note that channel kerbs are provided as part of the design and am content that drainage has been adequately addressed.

Construction

As indicated in the condition above, it will be necessary to agree in advance of the works commencing the proposed traffic management layout while the construction is underway and to agree the materials to be used if this is to be offered for adoption.

Conclusion

The junction proposal is appropriate and subject to confirmation that there is will be no obstruction to the indicated visibility splay there is no reason why condition 18 should not be discharged.

A handwritten signature in black ink, featuring a large, stylized 'R' followed by a series of loops and a long horizontal stroke.

Chief Officer, Environment & Technical