

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/P/2009/1000	FAO:	Charlotte Beattie
Date:	27 th January 2010	Your Ref:	CB/P/2009/1000

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 329 513 North East Corner of Glyndwr University Campus, Crispin Lane, Wrexham.

Development: Erection of replacement nursery / education facility (Centre for the Child).

I refer to your consultation / email dated 27/01/2010 in respect of the above.

The proposed works access located immediately south of no. 49 Crispin Lane is approximately 3.1m wide and is gated directly behind the existing 2.1m wide footway. Although there is an existing dropped kerb crossing at this point, these kerbs are currently positioned too high above the adjoining carriageway. The area directly behind the gates is currently grassed. The access only appears to be one that is likely to be used for maintenance purposes ie/ grass cutting.

Visibility from any proposed / existing access would normally be required to provide splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions. Visibility in the northerly direction is approximately 2.4 x 10m and 2.4 x 15m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is restricted in the northerly direction given the geometry of the road and the location of the adjoining property (no. 49 Crispin lane). Visibility is restricted in the southerly direction by the existing boundary fence fronting the site.

The use of this access for both inbound and outbound construction traffic is therefore considered unsuitable. However, it may be considered acceptable to restrict the use of this access to inbound construction vehicles only subject to improvements to the access. I would recommend that any submitted "Construction Traffic Management Plan" also restricts the use of this access to times outside of the peak hours and restricts the means of access via the Mold Road / Crispin Lane junction.

I would recommend that any proposed site access is widened to at least 5m with any gates being setback at least 5m behind the highway boundary. The access shall be surfaced with hard bound materials ie/ bituminous macadam for at least 15m behind the highway boundary. The existing dropped kerb crossing shall be modified accordingly to suit the new access. The access shall be reinstated to its original state upon completion of construction to the satisfaction of the Highway Authority.

I would also recommend that the previously requested improvements are carried out to the existing main access off Crispin Lane prior to the commencement of construction.

As previously discussed, I would recommend that first occupation of the development be subject to the implementation of the highway condition included as part of planning permission ref: P/2008/1296 for the Student Village requiring a scheme to improve the Crispin Lane / Mold Road junction (see attached plan).

In terms of the proposed Traffic Regulation Orders along Crispin Lane, I comment as follows:-

Given the current parking issues along Crispin Lane, a temporary TRO was implemented on 14/12/09 to include double yellow lines along the western side of Crispin Lane from the Mold Road / Crispin lane junction up to the boundary with the university site. This order also included double yellow lines along the full length of Crispin Lane on its eastern side. However, I understand that due to bad weather, the actual road markings have not yet been marked out but will be implemented by 03/02/2010.

I understand that a public consultation exercise was initiated on 22/01/2010 in order to make the TRO along Crispin Lane permanent. This could take between 2 – 4 months to be implemented but in the interim period, the temporary order would remain.



Operational Manager Traffic & Transportation