

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/1000	Your Ref:	CB/P/2009/1000
Date:	18 th January 2010		

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 dated 23/12/09 in respect of the above.

As discussed in relation to previous / current developments at the Plas Coch Campus, the existing highway network including the Plas Coch and B & Q roundabouts in this location are already considered to be operating at or above full capacity and would not benefit from any increase in traffic movements.

Given the location of the proposed nursery, it is likely that a significant number of those vehicles entering / leaving the site will do so via the Crispin Lane access. This access is considered to be of inadequate width and does not have any footway provision. Such a shared access would normally require a minimum width of 4.8m to facilitate the simultaneous passage of 2 no. vehicles.

Although I understand that around 50% of the parents using the existing nursery consist of either staff or students already attending the university, I assume that there is likely to be a significant increase in the number of parents utilising the new facility who are not connected to the university. There would appear to be around 45 no. children currently attending the existing nursery. It is proposed to increase the number of child spaces to around 90 with the new facility. Staff numbers are proposed to increase from 15 to 22.

It is assumed in the submitted "Travel & Access Plan" that only 25 of the proposed 50 no. additional children will not be directly associated with the university (ie/ children belonging to existing university staff / students). If this is the case, then I would have anticipated that up to 100 additional vehicle movements could be generated by this development. However, it is likely that some of the parents may walk to the nursery.

The submitted "Travel & Access Plan" appears to suggest that the additional 25 no. children attending the new nursery will only generate around 24 additional trips (ie/ 48 no. movements). These figures appear particularly low.

I would therefore not normally support any proposed development that is likely to result in an increase in traffic movements utilising this existing substandard access onto Crispin Lane. In order to support this application, I would recommend that this access is widened to a minimum of 4.8m with a footway being constructed into the site on the northern side. No details of any proposed improvements to this access have been submitted with this application.

Access from Crispin Lane is either via the Crispin Lane / Mold Road junction to the south or via the Crispin Lane / Stansty Road junction to the north. Both of these junctions are considered inadequate in layout / design and would not benefit from any increase in traffic movements. As the proposed nursery is likely to generate an increase in traffic movements along Crispin Lane, I would recommend that first occupation of the development is subject to the implementation of the highway conditions included as part of planning permission ref: P/2008/1296 for the student village. This required improvements to the Crispin Lane / Mold Road junction.

In terms of parking provision at the proposed development site, I comment as follows:-

Having visited the site on a number of occasions, this area of the campus obviously suffers from a lack of parking provision. This results in a significant number of students parking indiscriminately along both sides of Crispin lane effectively reducing the carriageway to single file which is considered unacceptable.

However, a temporary Traffic Regulation Order has since been implemented along Crispin Lane which has prevented this problem from continuing. It is proposed to carry out a public consultation exercise shortly in order to implement a permanent Traffic Regulation Order along Crispin Lane.

As there is a perceived lack of parking provision at the university, I would suggest that the university considers its overall parking management and signage in order for motorists to easily locate any vacant spaces within the campus. These measures should be included as part of any final Travel Plan.

The proposed level of parking provision for the nursery itself would appear to include an additional 14 spaces. This would allow for a single space allocated to each new member of staff and 7 no. spaces available for those parents dropping off / picking up their children. Details of how this arrangement will work should be included in a suitable Parking Management Plan.

In terms of disabled parking provision, the submitted layout plan (Drg. No. 5890 PI-01 – Dated Oct 09) only appears to include the provision of 4 no. spaces to mobility standards. This allocation appears low given the number of proposed parking spaces (ie/ 120 no.) indicated in this location on the submitted layout plan.

In terms of the construction of the proposed nursery, I would recommend that details of a suitable Construction Traffic Management Plan including provisions for contractor parking are submitted to the Local Planning Authority for further approval.

I would normally recommend that the application be **REFUSED** for the following reasons:-

1. Details of a suitable “Construction Traffic Management Plan” including provisions for contractor parking have not been submitted.
2. Details of a suitable “University wide Parking Management Plan” incorporating the parking requirements for the “Centre for the Child” have not been submitted.
3. Details of a scheme to improve the existing access onto Crispin Lane have not been submitted.

However, if the applicant were to satisfactorily address the above issues, then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

1. Details of a suitable "Construction Traffic Management Plan" including provisions for contractor parking shall be submitted to the Local Planning Authority for further approval prior to commencement of works.
2. Details of a suitable "University wide Parking Management Plan" incorporating the parking requirements for the "Centre for the Child" shall be submitted to and approved by the Local Planning Authority prior to first occupation.
3. Details of a scheme to improve the existing access onto Crispin Lane shall be submitted to and approved by the Local Planning Authority prior to commencement of construction.
4. First occupation of the development shall 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.

REASONS

1. In the interests of highway safety.
2. To provide for the parking of vehicles clear of the highway.
3. In the interest of safety and free flow of traffic on the adjoining highway and to ensure the formation of a safe and satisfactory access.
4. In the interests of highway safety.

Supplementary Notes

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

Note

Technical approval for the construction of any proposed retaining wall adjacent to the highway along Crispin Lane may be required under the provisions of the Highways Act 1980. The developer must liaise with the WCBC Operational Manager Engineering Consultancy (Ms. Sharon Stevens, Tel: 01978 297109).

JMDark

Operational Manager Traffic & Transportation