

# WREXHAM GLYNDŴR UNIVERSITY, HEIQ PHASE 2B TRANSPORT STATEMENT

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**Client Name:** Wrexham Glyndŵr University

**Client Address:** Wrexham Glyndŵr University, Mold Road, Wrexham LL1 2AW.

**Site Address:** Crispin Lane, Wrexham LL11 2HY.

**Control Sheet**

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**Appendix A – Proposed Site Plan**

## 1.0 Introduction

### 1.1 Background

- 1.1.1 Curtins has been appointed by Wrexham Glyndŵr University to provide traffic and transport advice in relation to the ongoing development proposals at the Plas Coch Campus off Mold Road in Wrexham.
- 1.1.2 As part of the wider Campus 2025 strategy, the Plas Coch Campus was subject to three planning applications in 2018 (Wrexham County Borough Council (WCBC) application references: P/2018/0666, P/2018/0671 and P/2018/0672). The masterplan included the demolition / redevelopment of various academic buildings, extension of student residential buildings and the construction of new Private Rental Sector (PRS) apartments.
- 1.1.3 The proposal details are in full as follows:
- **Application P/2018/0666 (Approved 31/07/2019)** – *“The demolition of student union, refectory and other redundant buildings, and redevelopment of academic campus to provide new learning gateway building, engineering building, new sports hall extension, redevelopment of multi-use games area, refurbishment of social learning and academic tuition space, together with new car parking, infrastructure, landscaping and public realm works.”*
  - **Application P/2018/0671 (Approved 07/05/2020)** – *“The demolition of redundant student halls and outline application for up to 410 residential units with access off B5101 together with car parking, landscaping and associated infrastructure on surplus land within the overall Plas Coch academic campus.”*
  - **Application P/2018/0672 (Approved 01/07/2019)** – *“Outline application for student accommodation facility of up to 197 bed spaces, parking and landscaping.”*
- 1.1.4 The applications were supported by a Transport Assessment, Framework Travel Plan, and a subsequent Transport Assessment Addendum prepared by Integrated Transport Planning Ltd.
- 1.1.5 Since the 2018 planning applications were submitted, a number of projects have been developed onsite. Notwithstanding, there have been multiple amendments to the development proposals, as certain consented schemes were revised prior to being delivered, and certain consented schemes have not been progressed.
- 1.1.6 The consented masterplan included the demolition of Technique 2, to be replaced with 12 no. car parking spaces and 48 cycle parking spaces. This is shown in **Figures 1.1** and **1.2** below:

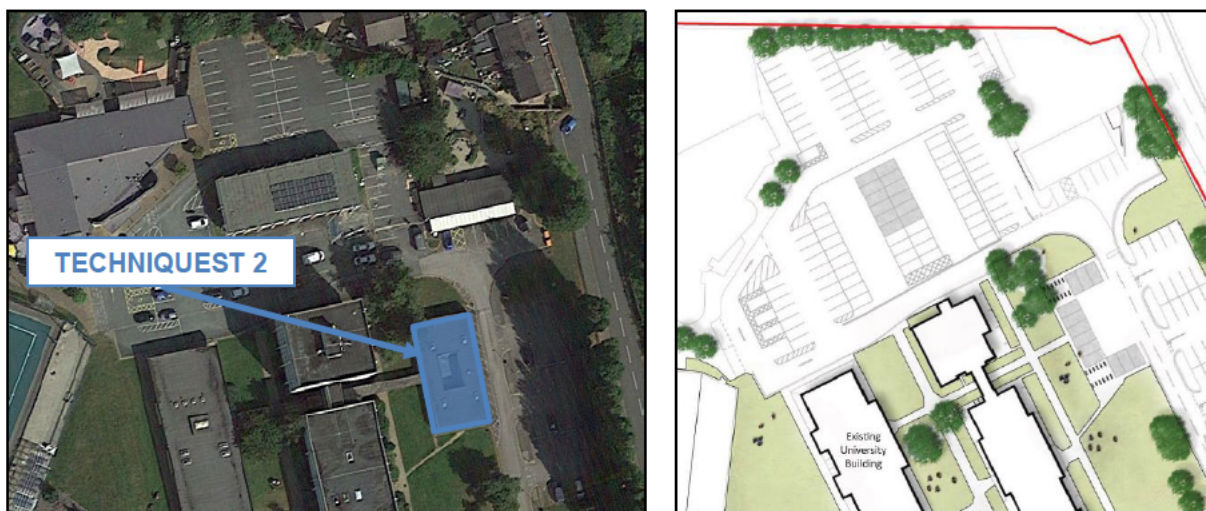


Figure 1.1 (left) – Existing Buildings On-Site (Source: Google Satellite, 2021)

Figure 1.2 (right) – 2018 Approved Masterplan (Source: TPM Landscape, 2019)

1.1.7 The proposals have evolved since the 2018 masterplan was consented. The University's intention is for Techniquet 2 to still be demolished; however this would be replaced with Health, Education and Innovation Quarter (HEIQ) Phase 2B, which would be an extension to the existing K Block to accommodate additional specialist facilities in line with the existing health education courses.

1.1.8 A plan of the proposed HEIQ Phase 2B development is included in **Appendix A**.

## 1.2 Purpose of This Report

1.2.1 This Transport Statement (TS) has been written in order to consider the HEIQ Phase 2B development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.2.2 This TS has therefore been prepared to assist Highways Officers at WCBC as the Local Highway Authority (LHA) in the determination of the application.

## 1.3 Scope of the Report

1.3.1 This TS comprises the following:

- A summary of the existing situation, access arrangements and baseline conditions;
- A review of the local highway safety record in the vicinity of the site for the most recent five-year period available;
- Details of the development proposals, together with a proposed site layout plan;
- Drawings showing the site access proposals and vehicle tracking;
- A review of the multi-modal accessibility of the site by all modes of travel including walking, cycling, and public transport;
- Information regarding traffic generation, distribution, growth, and assignment;

- Commentary on the highway impact associated with the development proposals; and
- Relevant local and national transport planning policy.

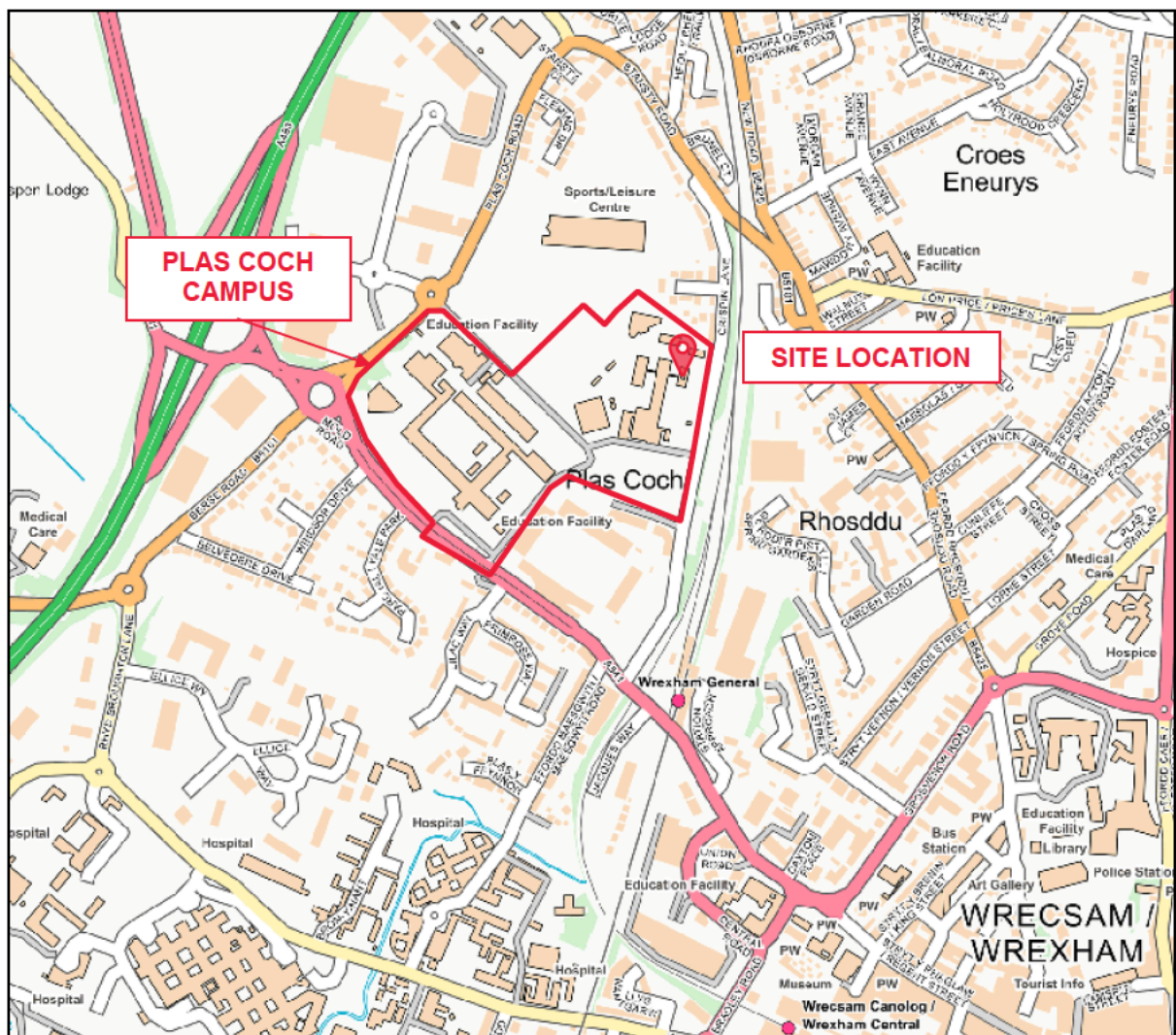
## 1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users. **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
- 1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access and parking provision.
- 1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling, and public transport.
- 1.4.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.4.5 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

## 2.0 Existing Situation

### 2.1 Site Location

- 2.1.1 Wrexham Glyndŵr University's main campus at Plas Coch is located to the east of the Mold Road Interchange linking Wrexham to the A483. The campus is also located within a 1,000m walking distance of Wrexham General rail station and a 2,000m walking distance to Wrexham city centre.
- 2.1.2 The site is located to the north-east corner of the campus, and is bound to the west by K Block of the university, to the north and east by an access road leading towards the surface car parks surrounding the building, and to the south by grass and soft landscaping.
- 2.1.3 Figure 2.1 below shows the site in a local context relating to the local highway network:



**Figure 2.1 – Site Location in Relation to Local Highway Network**  
(Source: OS Maps, 2022)

## 2.2 Existing Use and Access Arrangements

- 2.2.1 Techniquet 2 is an existing single-storey structure adjacent to K Block of the campus, which in turn comprises a three storey (ground plus two upper floors) building with teaching space. The site comprises extant consent for the demolition of the building and the replacement of the building footprint with a foyer comprising 12 car parking spaces and 24 cycle parking stands (48 cycle parking spaces in total).
- 2.2.2 Vehicular access to the site is currently taken off Maes Glyndwr to the south of the site, which in turn is accessed off Crispin Lane.
- 2.2.3 Pedestrian and cycle access to the site is currently undertaken via the existing vehicular access point where there are footways separated from the carriageway, along with additional permeable environments along the site boundary. These include a stepped access off Crispin Lane, c. 150m to the north of the Crispin Lane / Maes Glyndwr access junction which leads to the east of the existing K Block, and a sheltered walkway between Techniquet 2 and K Block.
- 2.2.4 There is no dropped kerb at the steps, however cyclists can access the K Block via the Crispin Lane / Maes Glyndwr junction in a similar manner to the vehicular access.

## 2.3 Existing Parking Provision

### *Car Parking*

- 2.3.1 The existing Plas Coch Campus has c. 943 free to use parking spaces, open to all staff, students and the general public; it is noted that due to the proximity to the city centre and rail station, the car park is noted to be regularly utilised by commuters.
- 2.3.2 Of the total parking provision, there are currently 56 accessible parking spaces located at strategic points across the campus close to main building entrance points.
- 2.3.3 As stated in the 2018 Transport Assessment (TA) which accompanied the planning application, many of the staff and students who attend the University live in rural areas without reliable transport alternatives. An appropriate level of on-site parking must therefore be retained to prevent overspill onto the local highway network.
- 2.3.4 Notwithstanding, in 2022, Curtins prepared a Car Park Management Plan (CPMP) (Document reference: 076352-CUR-00-XX-TP-001) for the University which included measures to ensure that the provision will accommodate the existing demand and prevent congestion during peak periods with drivers searching for available spaces. These include the following:
- Replacement car parking provision;
  - Redesign of existing provision into core parking zones;
  - Improved signage and maps;

- Sustainable travel infrastructure and promotion; and
- Reinforcement of the University Travel Plan.

**2018 Data**

- 2.3.5 The 2018 TA and 2022 CPMP noted that, based on an Automatic Number Plate Registration (ANPR) car park survey on a term-time weekday on 26<sup>th</sup> April 2018, it was noted that peak demand for parking was recorded as approximately 620 cars, falling to 590 cars after midday. This was significantly lower than the available supply of 947 spaces at the time of the survey.
- 2.3.6 It was noted that whilst the main car parks to the south and west of the campus were well utilised, there is the perception that the car parking is at capacity, however due to the layout of the campus, other car parks are not as well utilised.
- 2.3.7 It is also noted that during the evening of 26<sup>th</sup> April 2018, a performance took place at the University Theatre, which reportedly attracted in the region of 450 guests. This is reflected in a demand of between 200 and 300 cars being maintained through the evening.
- 2.3.8 It was concluded that there is an existing surplus of car parking at the campus for the current demand, which would be increased as the result of implementation of a car park control scheme and campus-wide travel plan.

**2023 Data**

- 2.3.9 A 7-day automatic traffic count (ATC) was conducted along all four arms of the university campus access points (off Mold Road (both entry and exit), Plas Coch, and Crispin Lane) between Tuesday 28<sup>th</sup> February 2023 and Monday 6<sup>th</sup> March 2023 to understand current traffic generation and flows associated with the university campus.
- 2.3.10 The data obtained was analysed to identify the parking demand as follows:

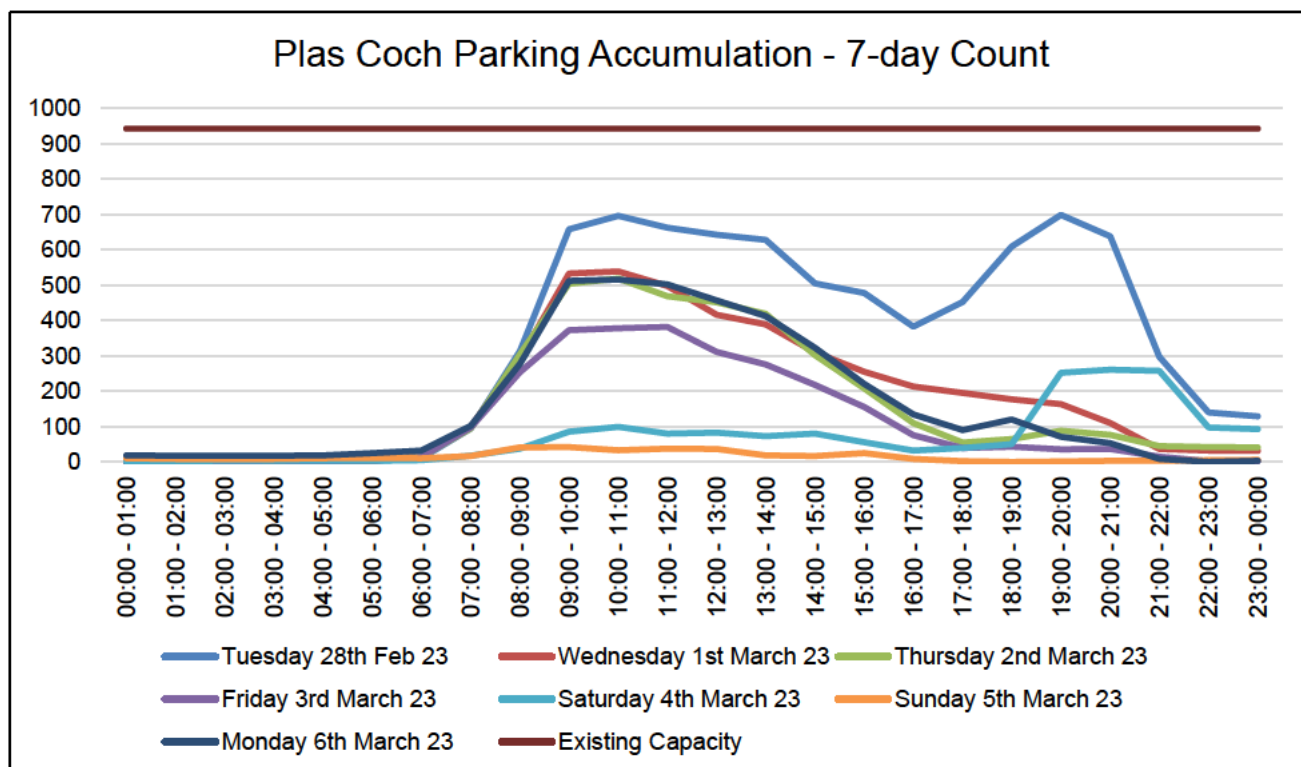


Figure 2.2 – Plas Coch Parking Accumulation

- 2.3.11 The 2023 surveys demonstrate that the maximum parking accumulation occurred on Tuesday 28<sup>th</sup> February 2023 between 19:00 – 20:00 at 699 out of 943 spaces occupied (74% occupied). It is noted however that Wrexham Football Club hosted Chesterfield Football Club at the Racecourse Ground on that day, with kick off at 19:45, and a reported attendance of 9,854 at the match. This would have affected the parking accumulation.
- 2.3.12 Notwithstanding, earlier in the day at 10:00 – 11:00, the parking accumulation was 696 out of 943 spaces (74% occupied), and it can be observed that the 10:00 – 11:00 hour regularly contains the highest parking accumulation throughout the weekdays (averaging 529 out of 943 spaces, 56% occupancy). This is still significantly lower than the 943 spaces that are currently available for use at the campus.
- 2.3.13 The peak period for arrivals is between 09:00 – 10:00, whereas the peak period for departures is between 16:00 – 17:00, although arrivals do build up gradually from 08:00 – 09:00 whereas departures decrease gradually from 17:00 – 18:00 too.
- 2.3.14 Similar to the findings of the 2018 TA, there is still an existing surplus of car parking at the campus for the current demand.

### ***Cycle Parking***

- 2.3.15 Within the campus, staff and students benefit from access to secure cycle parking facilities in a number of locations, as well as access to lockers, showers, and changing rooms provided in the sports centre. The majority of cycle parking is available in the form of Sheffield stands and is located close to the entrances to respective campus buildings.
- 2.3.16 Wrexham Glyndŵr University Sport also offers a cycle hire service for use by staff and students to travel between campuses and around Wrexham. The cost of hire is £10.00 for up to 7 days, and includes the bike, bike lock / keys, and safety equipment. There are currently 12 cycles available for hire onsite.

## **2.4 Surrounding Highway Network**

### ***Maes Glyndwr***

- 2.4.1 Further to the south of the site, Maes Glyndwr extends for c. 430m across the Plas Coch campus, between a priority junction with Crispin Lane to the east, and a roundabout junction with the B5101 Plas Coch Road to the west.
- 2.4.2 In the vicinity of the site, Maes Glyndwr comprises a two-way single carriageway with an average width of 4.5m. The majority of the road comprises parking restrictions in the form of double yellow lines (no waiting at any time). There are also speed humps at regular intervals to encourage low vehicular speeds of 10mph.
- 2.4.3 The road comprises footways of c. 2m-wide along alternating sides of the carriageway in the vicinity of the K Block, and there are sections where there is a hatched pedestrian walkway on-street in place of a footway on a raised kerb. Further to the west of the site and within other sections of the campus, pedestrian amenity improves and comprises dropped kerbs, Zebra crossings, and tactile paving.

### ***Crispin Lane***

- 2.4.4 Further to the east of the site, Crispin Lane extends for c. 700m in a northerly direction between a priority junction with Mold Road in the south, and a priority junction with the B5101 Stansty Road to the north.
- 2.4.5 In the vicinity of the site, Crispin Lane comprises a two-way single carriageway with an average width of 6.5m, although the usable width of the carriageway has been observed to be less as a result of on-street parking. On-street parking occurs along sections of Crispin Lane where there are no parking restrictions, particularly to the south-east of the site and adjacent to the residential dwellings to the north-east of the site. The remainder of the road comprises parking restrictions in the form of double yellow lines.

## Transport Statement

2.4.6 The road comprises footways of c. 2.5m-wide along the western side of the carriageway, and there are dropped kerbs at crossing points, such as at its junction with Mold Road, and in the vicinity of the university / football club access roads.

2.4.7 The road is well-lit with street light columns located at regular intervals along the road, and is subject to a speed limit of 30mph throughout its entire length.

## 2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Crashmap reported road accidents database for the most recent five years (2017 – 2021 inclusive). The details of the search are contained in **Figure 2.3**, and a breakdown of the information is contained in **Table 2.1**:



**Figure 2.3 – Area Assessed for Personal Injury Accident Data (5 years)**

(Source: Crashmap and Google Maps, 2023)

| Junction / Link                                                           | Slight    | Serious  | Fatal    | Totals    |
|---------------------------------------------------------------------------|-----------|----------|----------|-----------|
| A541 Mold Road / Crispin Lane                                             | 2         | 0        | 0        | 2         |
| A541 Mold Road                                                            | 2         | 0        | 0        | 2         |
| Plas Coch Roundabout                                                      | 7         | 0        | 0        | 7         |
| B5101 Plas Coch Road                                                      | 1         | 1        | 0        | 2         |
| B5101 Plas Coch Road / Campus Access B /<br>Retail Park Access roundabout | 2         | 0        | 0        | 2         |
| <b>Total</b>                                                              | <b>14</b> | <b>1</b> | <b>0</b> | <b>15</b> |

Table 2.1 – Personal Injury Accident Data Summary

- 2.5.2 There has been a total of 15 collisions in the latest five-year period available, 14 of which were 'slight' severity incidents and 1 of which was a 'serious' severity incident. No fatal accidents have been recorded in the study area and period. The accident records were spread out across the study area and throughout the survey years, with 7 recorded in 2017, 4 recorded in 2018, 1 recorded in 2019, 1 recorded in 2020, and 2 recorded in 2021.
- 2.5.3 Although all accidents are regrettable, this review does not highlight any clusters of collisions which would warrant further investigation, and there are no concentrations of vehicle collisions or irregular casualties that would suggest an existing safety issue that would be exacerbated by the proposed development.

## 3.0 Development Proposals

### 3.1 Overview of Proposals

- 3.1.1 The 2018 consented masterplan included the demolition of Techniquet 2, to be replaced with 12 no. car parking spaces and 48 cycle parking spaces.
- 3.1.2 The proposals have evolved since the 2018 masterplan was consented. The University's intention is for Techniquet 2 to still be demolished; however this would be replaced with Health, Education and Innovation Quarter (HEIQ) Phase 2B, which would be an extension to the existing K Block to accommodate additional specialist facilities in line with the existing health education courses.
- 3.1.3 The HEIQ Phase 2B development would comprise a two-storey (ground plus one upper floor) extension to the existing K Block (rather than a standalone structure as per the existing Techniquet 2 building). The extension would comprise external seating and soft landscaping, social space, an Extended Reality Lab (XR Lab), and miscellaneous teaching and learning space. There would also be solar photovoltaic (PV) panels on the top floor of the building.
- 3.1.4 There would be no material changes to the existing K Block, however some of the internal stairways would be demolished to accommodate the link between the extension and the existing building.
- 3.1.5 A plan of the proposed HEIQ Phase 2B development is included in **Appendix A**.

### 3.2 Proposed Access Arrangements

#### ***Vehicular and Cycle Access***

- 3.2.1 The existing vehicular and cycle access to K Block off Crispin Lane would be retained.

#### ***Pedestrian Access***

- 3.2.2 There would be no changes to the existing pedestrian access to the K Block section of the campus. However, as part of the proposed development, the extension would comprise an entry foyer to the both the north and south façades of the building.

### 3.3 Proposed Parking Provision

#### ***Car Parking***

- 3.3.1 As there would be changes to the consented masterplan, the number of available car parking spaces at the site would decrease by 12 spaces when compared against the consented figures.
- 3.3.2 **Section 2.3** above has demonstrated that there is an existing surplus of car parking at the campus for the current demand (with a maximum observed capacity of 699 out of 943 spaces occupied (74%

occupied) – although it is noted that this data was obtained on Tuesday 28<sup>th</sup> February 2023 when Wrexham Football Club hosted a football match, which is not considered representative of a typical day).

- 3.3.3 For robustness, Curtins has assumed the second highest occupancy throughout the surveyed week on a different day to Tuesday 28<sup>th</sup> February 2023, which amounted to 539 out of 943 spaces occupied (57% occupied). When considering an applied growth factor on university traffic of 10% and 50% as a sensitivity test (described further in **Section 5** below), the maximum occupancy throughout the week would be 63% and 86% respectively (593 spaces and 809 spaces occupied respectively).
- 3.3.4 The above demonstrates that with the removal of 12 consented spaces, the site can accommodate demand with an element of growth included. This ensures flexibility in the emerging masterplan.

#### ***Cycle Parking***

- 3.3.5 48 cycle parking spaces will be provided in close proximity to the site so that there is no change to the consented provision in the 2018 masterplan. 24 no. cycle stands (equating to 48 cycle parking spaces) would be added to an area adjacent to the car parking opposite the HEIQ Phase 2B building as shown in **Appendix A** to the rear of the report.

### **3.4 Proposed Servicing Arrangements**

- 3.4.1 It is envisaged that the refuse and servicing arrangements would be similar to the vehicular access arrangements as demonstrated in **Drawing 83312-CUR-XX-00-D-TP-05001** to the rear of the report, with delivery and refuse vehicles to K Block anticipated to enter the campus via Crispin Lane. The majority of servicing would take place outside of the peak hours, and it is not envisaged that the servicing needs of the campus would intensify beyond the existing situation.
- 3.4.2 On this basis, it can be concluded that there would not be a significant highway impact on the proposed development as a result of servicing.

## 4.0 Accessibility by Sustainable Modes of Travel

### 4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
  - Cycle Accessibility; and
  - Public Transport Accessibility.

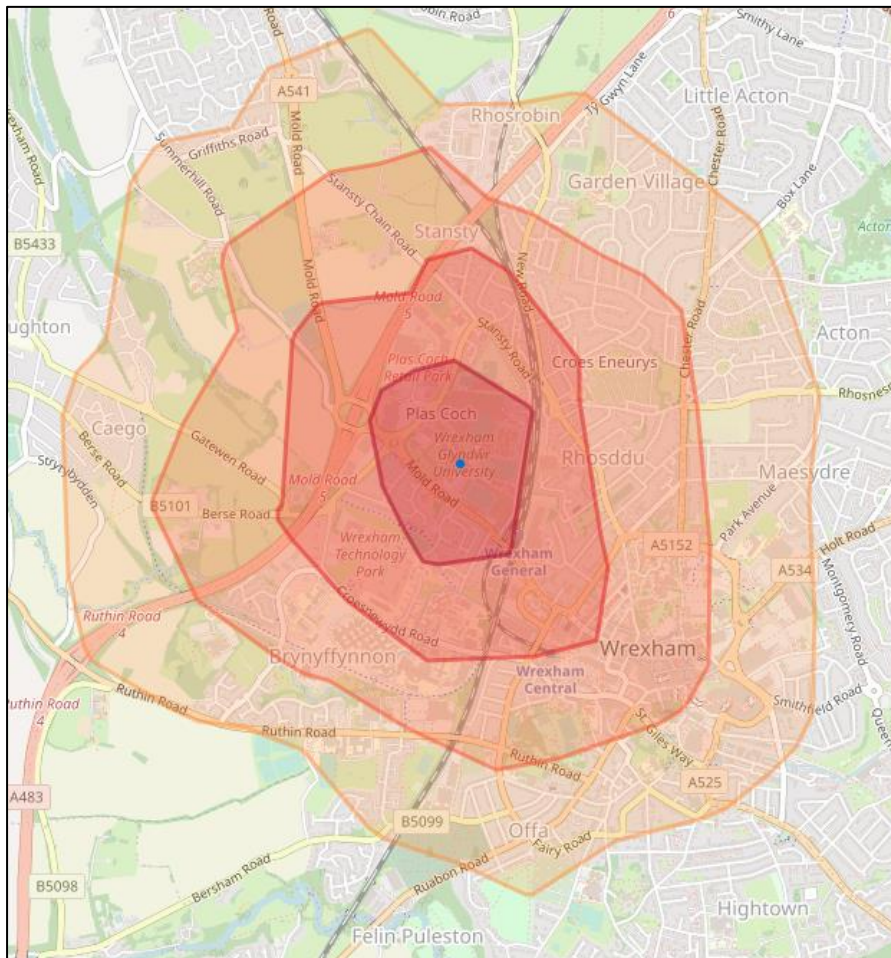
### 4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

| CIHT Category     | Town Centers (m) | Commuting / School / Sightseeing (m) | Elsewhere (m) |
|-------------------|------------------|--------------------------------------|---------------|
| Desirable         | 200              | 500                                  | 400           |
| Acceptable        | 400              | 1,000                                | 800           |
| Preferred Maximum | 800              | 2,000                                | 1,200         |

**Table 4.1** – CIHT Recommended Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips have been considered. These are a good approximation for trips associated with the development, and are shown in **Figure 4.1** below.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.



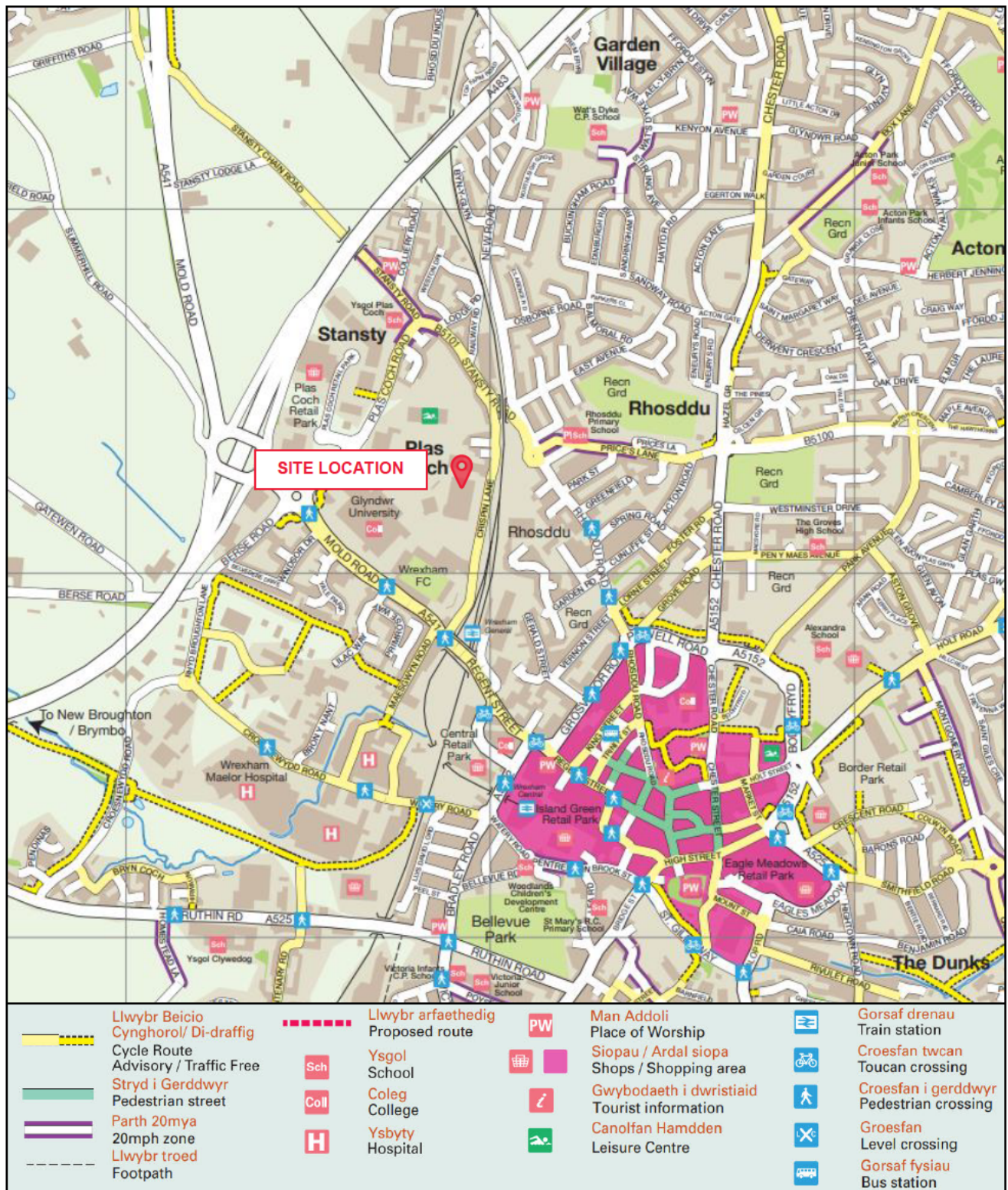
**Figure 4.1** – Areas Accessible within 2,000m Walk from the Site  
(Source: OpenStreetMap, 2023)

- 4.2.4 Within a 500m walking distance of site, staff and students at the University can access all parts of the campus including the Sports Centre, Student's Union, teaching facilities, Wrexham Student Village, and several bus stops along Mold Road. Areas accessible also include parts of the Plas Coch Retail Park such as the Aldi supermarket and The Range homewares shop with a café, The Racecourse Ground, a Shell Select petrol station and convenience store, Maesgwyn village hall, a nursery, and some of the residential estate off Mold Road.
- 4.2.5 Within a 1,000m walking distance of the site lies the remainder of Plas Coch Retail Park including the Sainsbury's supermarket, Argos department store, Boots, TK Maxx, Currys, and other retail outlets. This distance also encompasses the residential area of Stansty to the north (including local facilities such as a school, local shops, places of worship, and public houses), Wrexham Technology Park, the northern buildings of Wrexham Maelor Hospital, Wrexham General rail station, the University's Regent Street campus, and some of the residential neighbourhoods to the north and east of the site.

- 4.2.6 Further afield but within a 2,000m walking distance of the site lies the majority of Wrexham city centre, Wrexham Central rail station, along with additional residential estates such as Rhosrobin, Garden Village, Maesydre, Offa, and Caego.
- 4.2.7 As outlined in **Section 2.4**, footways in the area are of good quality, well-lit, and c. 1.5-2m wide. There are dropped kerbs, tactile paving, and controlled crossing facilities. Overall, it is considered that the site is situated within a highly accessible area, with a number of complementary land uses within walking distance.

### 4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers an 8km cycle catchment for the site. The 8km catchment (5 miles) considered to be the maximum acceptable cycling distance for most people and is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km).
- 4.3.3 The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”* The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles in approximately 25 minutes.
- 4.3.4 The 5.5km catchment encompasses all of Wrexham city centre which includes residential areas, retail and leisure amenities, and transport links by bus and train. The catchment also extends as far as Bradley and Gwersyllt to the north, Marchweil to the west, and Rhostyllen to the south, and Coedpoeth to the west. The 8km catchment extends further to Llay, Cefn-y-Bedd, and Caergwrle to the north, Cross Lanes to the east, Johnstown and Rhosllanerchrugog to the south, and Minera to the west.
- 4.3.5 A map of the local cycle network is shown in **Figure 4.2** below:



**Figure 4.2 – Local Cycle Network in the Vicinity of the Site**

(Source: Sustrans, 2014)

**4.3.6** Figure 4.2 demonstrates that the road network surrounding the site comprises cycle infrastructure in the form of advisory and traffic-free cycle routes, primarily around the perimeter of the site (i.e., along Mold Road and Crispin Lane) and at the Plas Coch Roundabout.

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4.3.7 In summary, the site is well-located to take advantage of the cycle connections around Wrexham. Furthermore, the campus comprises secure cycle parking spaces and a cycle rental scheme to encourage cycling. In summary, it is considered that cycling is a realistic mode of travel to and from the site.

#### 4.4 Public Transport Accessibility

4.4.1 Accessibility by bus and rail are considered in further detail within the subsections below.

##### **Bus Accessibility**

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

| Situation                                                   | Maximum Walking Distance (m) |
|-------------------------------------------------------------|------------------------------|
| Core bus corridors with two or more high-frequency services | 500                          |
| Single high-frequency routes (every 12 minutes or better)   | 400                          |
| Less frequent routes                                        | 300                          |
| Town/city centres                                           | 250                          |

**Table 4.2** – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.3 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.4 The nearest bus stops to the site are located to the south of the site, with a westbound bus stop adjacent to the Mold Road / Maesgwyn Road junction, and an eastbound bus stop outside Wrexham General rail station (450-500m walking distance respectively from the site). **Table 4.3** details the services that call at these stops and their associated frequencies:

| Bus No. | Route                                         | Mon – Fri first bus | Mon – Fri last bus | Peak Hourly Frequency |                       |               |
|---------|-----------------------------------------------|---------------------|--------------------|-----------------------|-----------------------|---------------|
|         |                                               |                     |                    | Mon – Fri             | Sat                   | Sun / Hols    |
| 17      | Moss – Plas Coch – Wrexham                    | 11:41               | 14:41              | 2 only (Wed + Fri)    | 2 only                | No Service    |
| 21      | Wrexham Bus Station – Summerhill              | 06:42               | 18:07              | Hourly                | Hourly                | Every 2 hours |
|         | Summerhill – Wrexham Bus Station              | 07:16               | 18:41              | Hourly                | Hourly                | Every 2 hours |
| PC2     | Llay Industrial Estate – Queenspark – Gatewen | 17:06               | N/A                | 1 per day             | No Service            | No Service    |
| T3      | Barmouth – Dolgellau, Bala – Wrexham          | 17:04               | 21:33              | Hourly                | Hourly (PM peak only) | No Service    |

**Table 4.3** – Summary of Bus Times in the Vicinity of the Site

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- 4.4.5 These stops provide frequent access between Wrexham city centre and surrounding residential areas every day of the week. It is considered that the site is accessible by bus.
- 4.4.6 It is noted that the provision of bus services will change over time in response to current circumstances and throughout different seasons of the year. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on WCBC's website: <https://www.wrexham.gov.uk/service/bus-timetables>.

**Rail Accessibility**

- 4.4.7 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.8 Wrexham General rail station is located at a 600m walk from the site. There is step-free access at the station, along with an accessible ticket machine and ticket office. There is cycle parking available for c. 20 cycles.
- 4.4.9 Transport for Wales and Avanti West Coast space for a limited number of bikes on all trains for no extra charge, however these are allocated on a first come, first-serve basis and require a reservation prior to travelling. A summary of rail services from the rail station is outlined in **Table 4.4**. The abbreviations NB, SB, WB, and EB represent northbound, southbound, westbound, and eastbound services respectively.

| Destination                                                                                                                                                                                                                                                | Mon – Fri    | Mon – Fri    | Peak Service Frequency                    |                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------------------------|-------------------------------------------|
|                                                                                                                                                                                                                                                            | first train  | last train   | Mon – Sat                                 | Sun / Hols                                |
| Avanti West Coast services:                                                                                                                                                                                                                                |              |              |                                           |                                           |
| London Euston and West Midlands – Chester and North Wales                                                                                                                                                                                                  | WB:<br>07:32 | WB:<br>21:26 | Every 2<br>hours in<br>both<br>directions | Every 2<br>hours in<br>both<br>directions |
| Calling at: London Euston, Stafford, Crewe, Chester, Wrexham General, Flint, Prestatyn, Rhyl, Colwyn Bay, Llandudno Junction, Llandudno, Betws-y-Coed, Blaenau Ffestiniog, Bangor, and Holyhead.                                                           | EB:<br>07:03 | EB:<br>21:05 |                                           |                                           |
| Transport for Wales services:                                                                                                                                                                                                                              |              |              |                                           |                                           |
| Birmingham – Shrewsbury – Chester                                                                                                                                                                                                                          | NB:<br>06:08 | NB:<br>00:16 | Hourly in<br>both<br>directions           | Every 2<br>hours in<br>both<br>directions |
| Calling at: Birmingham International, Birmingham New Street, Sandwell & Dudley, Wolverhampton, Bilbrook, Codsall, Albrighton, Cosford, Shifnal, Telford Central, Oakengates, Wellington, Shrewsbury, Gobowen, Chirk, Ruabon, Wrexham General, and Chester. | SB:<br>05:48 | SB:<br>22:47 |                                           |                                           |

| Destination                                                                                                                                                                                                                                                                                                                                                                                                                               | Mon – Fri<br>first train         | Mon – Fri<br>last train          | Peak Service Frequency           |                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------|----------------------------------|------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                  |                                  | Mon – Sat                        | Sun / Hols                         |
| Cardiff – Hereford – Shrewsbury – Crewe – Manchester<br><br>Calling at: Carmarthen, Llanelli, Swansea, Neath, Parcfordd Port Talbot Parkway, Bridgend, Cardiff Central, Newport, Cwmbrân, Pontypool & New Inn, Abergavenny, Hereford, Leominster, Ludlow, Craven Arms, Church Stretton, Shrewsbury, Wrexham General, Chester, Llandudno Junction, Bangor, Holyhead.                                                                       | NB:<br>08:01<br><br>SB:<br>06:35 | NB:<br>22:22<br><br>SB:<br>18:37 | Every 2 hours in both directions | Every 2 hours in both directions   |
| Birkenhead – Wrexham Central<br><br>Calling at: Bidston, Upton, Heswall, Neston, Hawarden Bridge, Shotton, Hawarden, Buckley, Penyffordd, Hope, Caergwrle, Cefn-y-bedd, Gwersyllt, Wrexham General, and Wrexham Central.                                                                                                                                                                                                                  | NB:<br>06:22<br><br>SB:<br>08:24 | NB:<br>22:01<br><br>SB:<br>23:49 | Hourly in both directions        | Every 1.5 hours in both directions |
| Holyhead – Cardiff<br><br>Calling at: Holyhead, Valley, Rosneigr, Ty Croes, Bodorgan, Llanfairpwll, Bangor, Llanfairfechan, Penmaenmawr, Conwy, Llandudno Junction, Colwyn Bay, Abergele & Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Wrexham General, Ruabon, Chirk, Gobowen, Shrewsbury, Church Stretton, Craven Arms, Ludlow, Leominster, Hereford, Abergavenny, Pontypool and New Inn, Cwmbran, Newport, and Cardiff Central. | NB:<br>08:02<br><br>SB:<br>06:35 | NB:<br>22:22<br><br>SB:<br>18:37 | Every 2 hours in both directions | Every 2 hours in both directions   |

Table 4.4 – Summary of Rail Services calling at Wrexham General

4.4.10 The trains that service Wrexham General rail station regularly run every day of the week to several different locations and residential areas within the England and Wales. This provides frequent access for staff and students at the site, and is a viable alternative to private car use.

4.4.11 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on the respective train operators' websites:

- Avanti West Coast: <https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables>; and
- Transport for Wales: <https://tfw.wales/service-status/timetables>.

## 4.5 Summary

4.5.1 It is concluded that the site is situated within an accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the excellent existing public transport facilities, including bus and rail, in addition to walking and cycling opportunities, which would provide viable alternatives to travel by the private car.

## 5.0 Traffic Forecasting

### 5.1 Introduction

- 5.1.1 This section of the report details the methodology used to predict the demand associated with the proposed development and derive future year traffic flows in order to assess the impact of the site.

### 5.2 Consented Trip Generation

- 5.2.1 The methodology used in the 2018 TA has been utilised to determine the existing trip generation associated with the university campus from the overall trips on the network. This method included extracting the number of vehicles using each campus access.
- 5.2.2 Curtins has also commissioned traffic surveys that were undertaken by an independent traffic survey company on two separate days, Tuesday and Wednesday, 28<sup>th</sup> February and 1<sup>st</sup> March 2023 respectively. This was to understand matchday conditions onsite, as Wrexham Football Club hosted Chesterfield Football Club at the Racecourse Ground on Tuesday 28<sup>th</sup> February 2023. The match kicked off at 19:45, and the football club reported an attendance of 9,854 at the match.
- 5.2.3 For comparative purposes, **Table 5.1** below demonstrates the data obtained in 2018 and 2023:

| Access         | AM Peak (08:00 – 09:00) |           |            | PM Peak (17:00 – 18:00) |            |            |
|----------------|-------------------------|-----------|------------|-------------------------|------------|------------|
|                | Arrive                  | Depart    | Total      | Arrive                  | Depart     | Total      |
| 2018 Surveys   |                         |           |            |                         |            |            |
| Mold Road      | 74                      | 28        | 102        | 45                      | 82         | 127        |
| Plas Coch Road | 245                     | 41        | 286        | 69                      | 118        | 187        |
| Crispin Lane   | 58                      | 26        | 84         | 41                      | 44         | 85         |
| <b>Total</b>   | <b>377</b>              | <b>95</b> | <b>472</b> | <b>155</b>              | <b>244</b> | <b>399</b> |
| 2023 Surveys   |                         |           |            |                         |            |            |
| Mold Road      | 114                     | 21        | 134        | 53                      | 52         | 105        |
| Plas Coch Road | 151                     | 30        | 181        | 33                      | 69         | 102        |
| Crispin Lane   | 63                      | 25        | 88         | 26                      | 32         | 58         |
| <b>Total</b>   | <b>328</b>              | <b>76</b> | <b>404</b> | <b>112</b>              | <b>153</b> | <b>265</b> |
| Difference     |                         |           |            |                         |            |            |
| Mold Road      | +40                     | -7        | +32        | +8                      | -30        | -22        |
| Plas Coch Road | -94                     | -11       | -105       | -36                     | -49        | -85        |
| Crispin Lane   | +5                      | -1        | +4         | -15                     | -12        | -27        |

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| Access       | AM Peak (08:00 – 09:00) |                   |                   | PM Peak (17:00 – 18:00) |                   |                    |
|--------------|-------------------------|-------------------|-------------------|-------------------------|-------------------|--------------------|
|              | Arrive                  | Depart            | Total             | Arrive                  | Depart            | Total              |
| <b>Total</b> | <b><u>-49</u></b>       | <b><u>-19</u></b> | <b><u>-68</u></b> | <b><u>-43</u></b>       | <b><u>-91</u></b> | <b><u>-134</u></b> |

Table 5.1 – Comparison between 2018 and 2023 Surveyed Existing University Vehicle Trip Generation

- 5.2.4 It can be observed that although there are some increases in movements at certain access junctions, the overall trip generation of the site in 2023 is observed to be significantly lower than the overall trip generation in 2018.
- 5.2.5 It is noted that Table 5.1 above does not single out the trip generation associated with the existing K Block or Techniquet 2. However, for robustness, it can be assumed that all of the traffic associated with Crispin Lane can be attributed to the existing K Block.

### 5.3 Forecasted Trip Generation

- 5.3.1 The HEIQ Phase 2B development would not generate additional traffic on its own, as the purpose of replacing and renovating campus buildings is to improve the University's offering and the student experience of those who utilise the buildings.
- 5.3.2 On this basis, the trip generation figures utilised to predict the anticipated level of demand associated with the changes to the university's buildings on site have been taken from the methodology within the 2018 TA, whereby a nominal 10% growth has been applied to account for planned organic growth in the university across both staff and students. As in the consented proposals, this is likely to take place as a gradual process, rather than occurring immediately as a direct result of the proposed development.
- 5.3.3 It is noted that the university currently underutilises its existing space, as such significant growth could be achieved without requiring redevelopment and therefore without requiring planning permission. The inclusion of university growth within the assessments therefore demonstrates a will to assess a worst-case scenario.
- 5.3.4 This is shown in Table 5.2 below:

| Factor                                              | AM Peak (08:00 – 09:00) |           |                  | PM Peak (17:00 – 18:00) |           |                  |
|-----------------------------------------------------|-------------------------|-----------|------------------|-------------------------|-----------|------------------|
|                                                     | Arrive                  | Depart    | Total            | Arrive                  | Depart    | Total            |
| Existing University Traffic off Crispin Lane (2023) | 63                      | 25        | 88               | 26                      | 32        | 58               |
| +10% growth                                         | +6                      | +3        | +9               | +3                      | +3        | +6               |
| <b>Total</b>                                        | <b>69</b>               | <b>28</b> | <b><u>97</u></b> | <b>29</b>               | <b>35</b> | <b><u>64</u></b> |

Table 5.2 – Forecasted Trip Generation – University Traffic off Crispin Lane

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- 5.3.5 The number of vehicle trips generated by a 10% increase would equate to 9 and 6 two-way movements in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00) respectively. This is not considered a significant increase and is not envisaged to result in any adverse impacts on the surrounding highway network.

**Sensitivity Test**

- 5.3.6 For robustness, in the 2018 TA, a sensitivity test scenario was also applied to represent a significantly increased level of growth from the university (50% on top of the existing levels) to determine the sensitivity of the local highway network and the resulting performance of key junctions.

- 5.3.7 This is shown in **Table 5.3** below:

| Factor                                              | AM Peak (08:00 – 09:00) |           |                   | PM Peak (17:00 – 18:00) |           |                  |
|-----------------------------------------------------|-------------------------|-----------|-------------------|-------------------------|-----------|------------------|
|                                                     | Arrive                  | Depart    | Total             | Arrive                  | Depart    | Total            |
| Existing University Traffic off Crispin Lane (2023) | 63                      | 25        | 88                | 26                      | 32        | 58               |
| +50% growth (Sensitivity Test)                      | +32                     | +12       | +44               | +13                     | +16       | +29              |
| <b>Total</b>                                        | <b>95</b>               | <b>37</b> | <b><u>132</u></b> | <b>39</b>               | <b>48</b> | <b><u>87</u></b> |

**Table 5.3** – Forecasted Trip Generation – University Traffic off Crispin Lane (Sensitivity Test)

- 5.3.8 The number of vehicle trips generated by a 50% increase would equate to 32 and 29 two-way movements in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00) respectively.
- 5.3.9 Notwithstanding, this demand is unlikely to be realised in the future, and could be managed accordingly via the University's Travel Plan should this level of demand materialise.

**5.4 Summary**

- 5.4.1 On this basis, Curtins do not believe that capacity assessments would be required, and that the highway network is sufficient to accommodate the traffic associated with a 10% or 50% growth in the university across both staff and students.

## 6.0 Transport Planning Policy

### 6.1 Introduction

- 6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

### 6.2 Planning Policy Wales (PPW) (2021)

- 6.2.1 Planning Policy Wales (PPW) sets out the current national planning policy and outlines the important role that transport policies must play in facilitating sustainable development.

- 6.2.2 Paragraph 5.3.1 states that:

*“The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales.”*

- 6.2.3 Paragraph 5.3.2 of the PPW outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

*“Planning authorities should support necessary transport infrastructure improvements, where it can be demonstrated that such measures are consistent with Welsh Government policy to encourage and increase use of sustainable transport and reduce reliance on the private car for daily journeys.”*

- 6.2.4 The document emphasises the need for developments to offer a choice of sustainable modes of transport and to “consider the needs of users of active and sustainable transport before that of the private car, taking into account the sustainable transport hierarchy”.

- 6.2.5 Paragraphs 5.3.3 – 5.3.5 of the PPW states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *Development plans identify and include policies and proposals relating to the development of transport infrastructure and related services (such as public transport interchange facilities, rail facilities, ports and airports); and*
- b) *Great care must be taken to minimise the adverse impacts of new or improved transport infrastructure on the natural, historic and built environment and on local communities; and*
- c) *Green infrastructure measures to mitigate negative effects and enhance environmental quality and connectivity should be considered at an early stage; and*
- d) *Routes should make the best use of existing landforms and other landscape features to reduce noise and visual effects; and*
- e) *When assessing transport projects, planning authorities should have regard to the Welsh Transport Appraisal Guidance (WelTAG); and*

- f) *The WeITAG is followed to identify solutions which maximise contributions to well-being goals and allows solutions and mitigation measures to be identified and developed before decisions to proceed with schemes are made”*

6.2.6 It has been shown that safe and suitable access to the site can be achieved. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.7 Paragraph 5.3.2 of the PPW states that:

*“Transport infrastructure should not generate significant demand for additional car movements or contribute to urban sprawl or neighbourhood severance”*

6.2.8 The HEIQ Phase 2B development would not generate additional traffic on its own, as the purpose of replacing and renovating campus buildings is to improve the University’s offering and the student experience of those who utilise the buildings.

6.2.9 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure within the vicinity of the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.10 The proposed development accords with the general principles of the PPW.

### **6.3 Future Wales: The National Plan 2040**

6.3.1 Adopted in 2021, Future Wales – the National Plan 2040 is Wales’ national development framework which sets out the direction for development in Wales, with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy and achieving decarbonisation and climate-resilience.

6.3.2 The Future Wales Outcomes which are relevant to the proposed development are as follows:

- *“Our cities, towns and villages will be physically and digitally well connected places, offering good quality of life to their residents... Places will meet and suit the needs of a diverse population, with accessible community facilities and services;*
- *Cities and large towns will be magnets for jobs and investment, while people are drawn to live and work there for the economic and social opportunities they provide. Development plans will enable and support aspirations for large towns and cities to grow, founded on sustainability and urban design principles. Investment in active travel, public transport, flood risk management and green infrastructure will enable population growth and economic growth while reducing pollution and carbon consumption; and*
- *All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today’s petrol and diesel vehicles...*

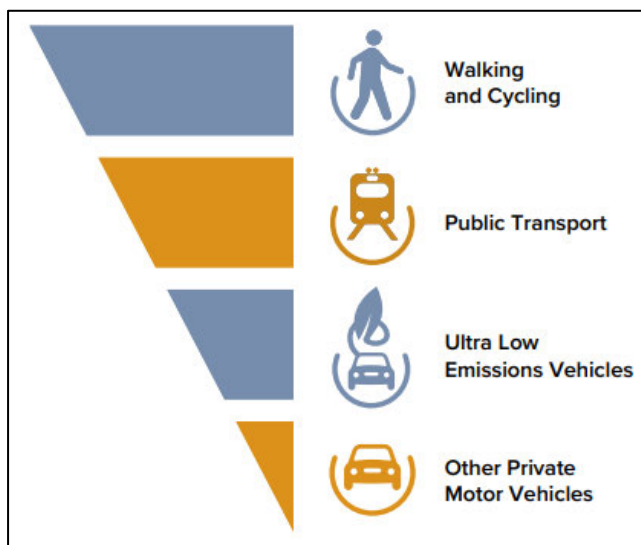
*Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles.”*

6.3.3 Policy 6, titled ‘Town Centre First’ states that:

*“Significant new commercial, retail, education, health, leisure and public service facilities must be located within town and city centres. They should have good access by public transport to and from the whole town or city and, where appropriate, the wider region.”*

6.3.4 The policy goes on to state that it is important that developments serving a town, city or region-wide catchment are well served by active travel infrastructure and public transport. The proposed development supports the quality of development under The National Plan 2040’s aspirations and aims to deliver greater travel choice through encouraging travel by low and non-carbon modes.

6.3.5 The Plan also replicates the sustainable transport hierarchy in PPW, which prioritises active travel and public transport, as a fundamental Welsh Government principle that underpins Future Wales:



**Figure 6.1** – The Sustainable Transport Hierarchy for Planning  
(Source: Future Wales – The National Plan 2040)

6.3.6 Policy 21, titled ‘Regional Growth Area – North Wales Coastal Settlements’ states that:

*“The Welsh Government supports sustainable growth and regeneration in regionally important towns along the northern Coast. Holyhead, Caernarfon, Bangor, Llandudno, Colwyn Bay, Rhyl and Prestatyn will be a focus for managed growth and they have an important sub-regional role complementing the National Growth Area of Wrexham and Deeside.*

*Strategic and Local Development Plans should recognise the roles of these places as a focus for housing, employment, tourism, public transport and key services within their wider areas and support their continued function as focal points for sub-regional growth.”*

- 6.3.7 The policy goes on to state that the universities in Bangor and Wrexham are an important presence in the region, providing further education, undertaking research and supporting innovation, providing employment, attracting students, and supporting the local businesses and communities around them. Strategic and Local Development Plans should consider their role in the region and how they can play a bigger role in supporting the regional economy, innovation and their communities.
- 6.3.8 The contents of this Transport Statement have accounted for the general principles of the National Plan 2040, and the proposed development accords with the aims of the Plan to ensure development is located in an accessible location and there is good quality and choice of transport links available to serve the proposed development.

## 6.4 Wrexham Unitary Development Plan (2005)

- 6.4.1 Adopted in February 2005, the Wrexham Unitary Development Plan (UDP) provides a framework for local decision making and the reconciliation of development and conservation interests in order that land use changes proceed coherently and with maximum community benefit.
- 6.4.2 WCBC have also been preparing the Wrexham Local Development Plan 2 (LDP2) 2013 to 2028 which will replace the adopted UDP. The LDP was reported to Full Council on 19<sup>th</sup> April 2023, however Full Council voted not to adopt the LDP. The matter has now been referred to Welsh Government who will advise on the next steps. As such, at the time of writing, the 2005 UDP remains the most current adopted land use and development strategy.
- 6.4.3 The UDP reflects WCBC's vision for the County Borough's future based on:
- *"Aspiring to city status with Wrexham centre as its civic hub, developing a vibrant commercial centre, attracting visitors from North Wales and its borders;*
  - *A modern robust economy across all sectors including health, education, commerce, tourism and manufacturing industries; and*
  - *An improving quality of life for its residents with an emphasis on supporting access to a variety of education and employment opportunities; providing care for the more vulnerable in society; providing a decent place to live; conserving the environment; balancing rural and urban needs; and promoting leisure, culture and arts; promoting the Welsh language to encourage a bilingual society; developing safer communities."*
- 6.4.4 Policy GDP1, titled 'Development Objectives', states that:
- "All new development should:*
- *Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality;*

- *Ensure that built development is located where it has convenient access to public transport facilities, and is well related to pedestrian and cycle routes wherever possible;*
- *Secure the development of sustainable communities, through the promotion of the economic, social and environmental well-being of the area."*

6.4.5 Policy PS8, titled 'Transport', states that:

*"The transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres by making the best use of the existing road and rail network, including, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking."*

6.4.6 The contents of this Transport Statement have accounted for the general principles of the above policies, and the proposed development accords with the aims of the policy to ensure development is located in an accessible location and there is good quality and choice of transport links available to serve the proposed development.

6.4.7 It is considered that the proposed development will not adversely impact the surrounding transport network, and will enhance opportunities for sustainable travel by integrating into existing opportunities for sustainable travel to the site.

## **6.5 Conclusions**

6.5.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has existing local facilities and sustainable travel choices.

## 7.0 Summary and Conclusions

### 7.1 Summary

- 7.1.1 Curtins has been appointed by Wrexham Glyndŵr University to provide traffic and transport advice in relation to the ongoing development proposals at the Plas Coch Campus off Mold Road in Wrexham.
- 7.1.2 As part of the wider Campus 2025 strategy, the Plas Coch Campus was subject to three planning applications in 2018 (Wrexham County Borough Council (WCBC) application references: P/2018/0666, P/2018/0671 and P/2018/0672). The masterplan included the demolition / redevelopment of various academic buildings, extension of student residential buildings and the construction of new Private Rental Sector (PRS) apartments.
- 7.1.3 The applications were supported by a Transport Assessment, Framework Travel Plan, and a subsequent Transport Assessment Addendum prepared by Integrated Transport Planning Ltd.
- 7.1.4 Since the 2018 planning applications were submitted, a number of projects have been developed onsite. Notwithstanding, there have been multiple amendments to the development proposals, as certain consented schemes were revised prior to being delivered, and certain consented schemes have not been progressed.
- 7.1.5 The consented masterplan included the demolition of Techniquet 2, to be replaced with 12 no. car parking spaces and 48 cycle parking spaces.
- 7.1.6 The proposals have evolved since the 2018 masterplan was consented. The University's intention is for Techniquet 2 to still be demolished; however this would be replaced with Health, Education and Innovation Quarter (HEIQ) Phase 2B, which would be an extension to the existing K Block to accommodate additional specialist facilities in line with the existing health education courses.
- 7.1.7 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.8 Relevant details of the proposed development, site layout, access, and parking facilities have been provided. With the removal of 12 consented spaces, the car parks across the university campus are capable of accommodating demand with an element of growth included. 48 cycle parking spaces will be provided in close proximity to the site (in an area adjacent to the car parking opposite the HEIQ Phase 2B building) so that there is no change to the consented provision in the 2018 masterplan .
- 7.1.9 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking and / or cycling distances of the site.

- 7.1.10 The HEIQ Phase 2B development would not generate additional traffic on its own, as the purpose of replacing and renovating campus buildings is to improve the University's offering and the student experience of those who utilise the buildings.
- 7.1.11 Notwithstanding, a forecasted trip generation exercise was undertaken using the methodology within the 2018 TA, whereby a nominal 10% growth has been applied to account for planned organic growth in the university across both staff and students. The increase in traffic associated with the K Block in its entirety (assumed to be accessed entirely off Crispin Lane) is considered not significant or severe in the context of the NPPF and is not envisaged to result in any adverse impacts on the surrounding highway network.
- 7.1.12 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

## **7.2 Conclusions**

- 7.2.1 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

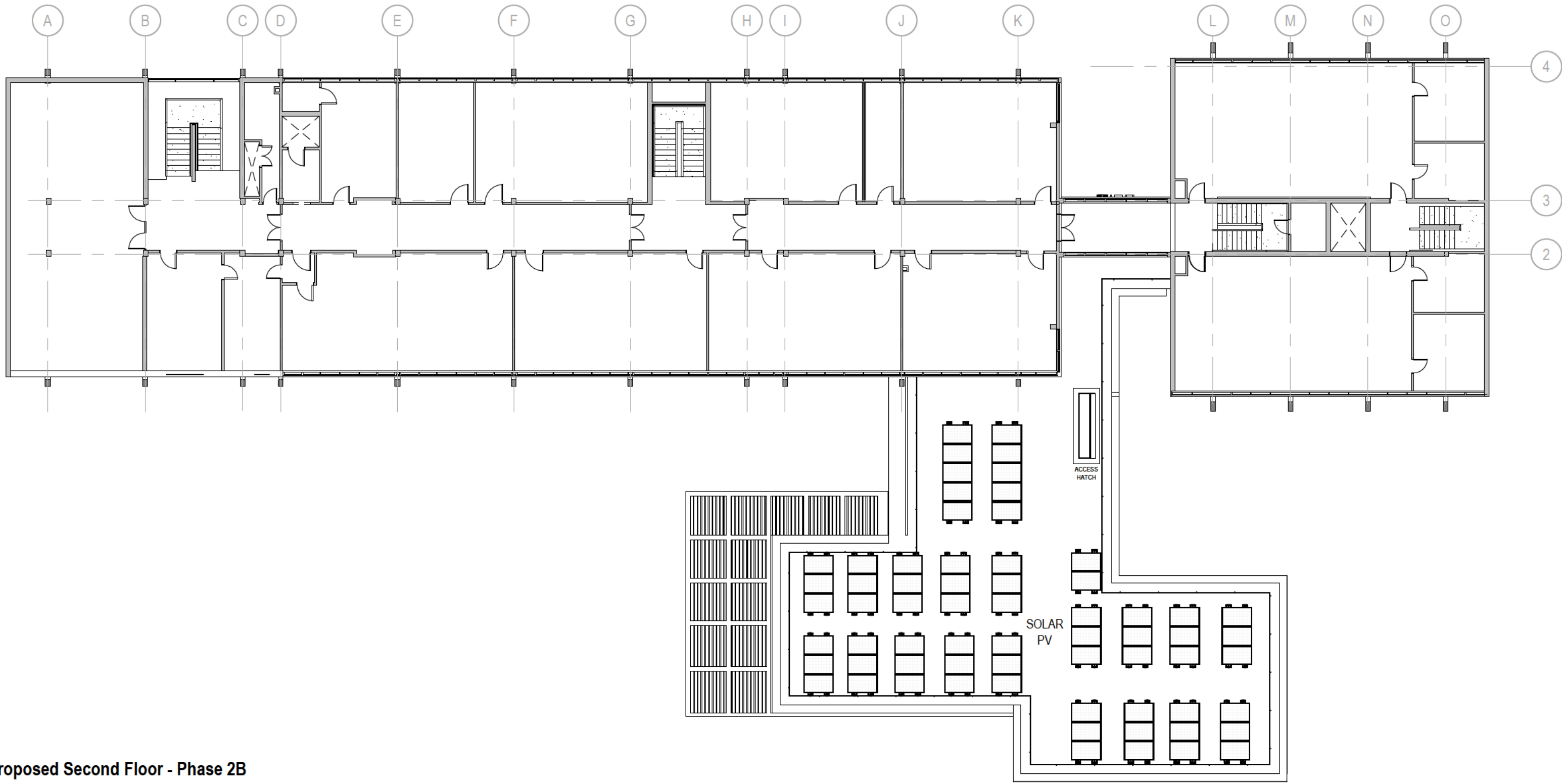
## Drawings

**Drawing 83312-CUR-XX-00-D-TP-05001** – (Swept Path Analysis) 11.2m Large Refuse Vehicle

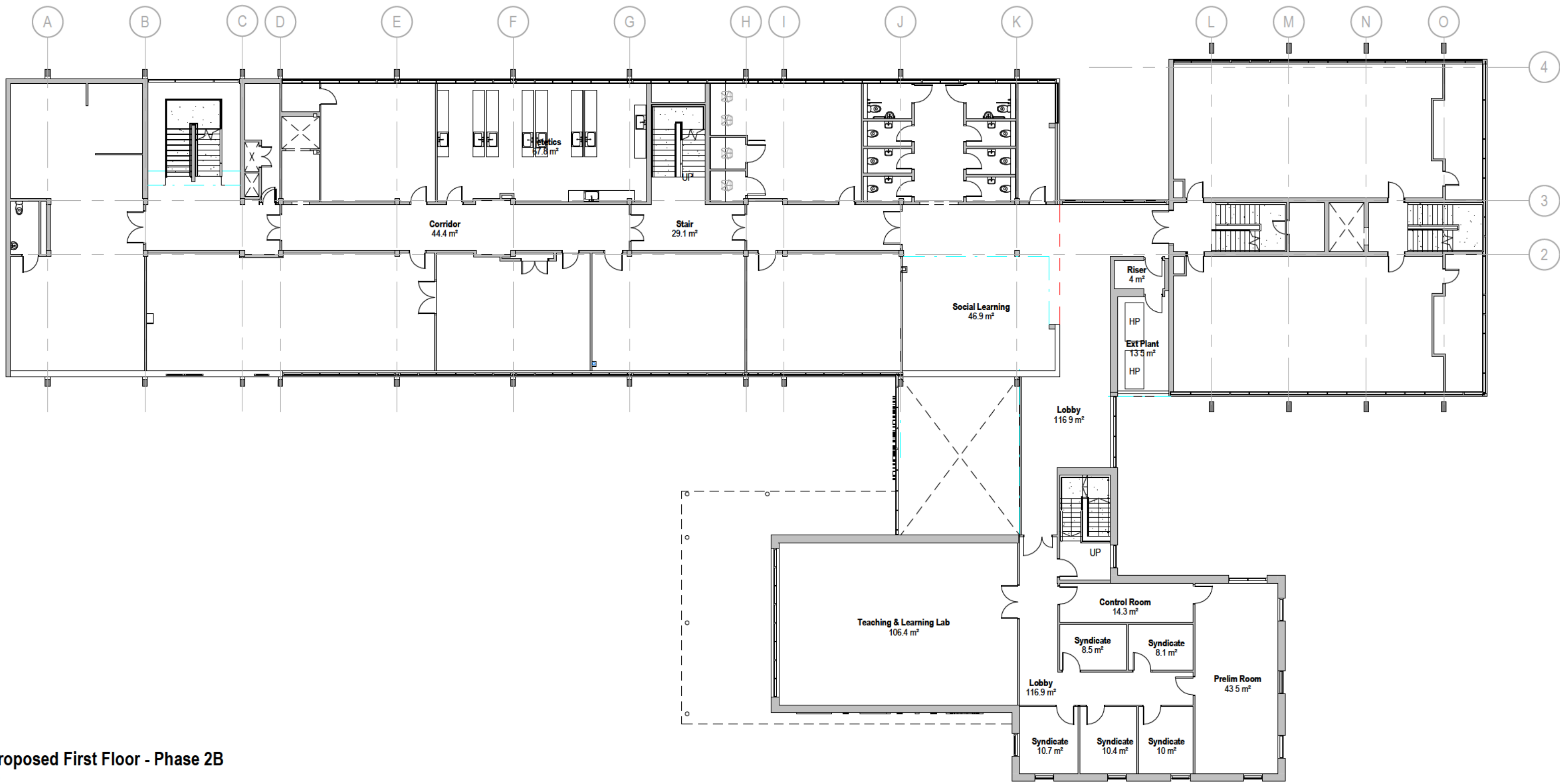


## Appendix A – Proposed Site Plan

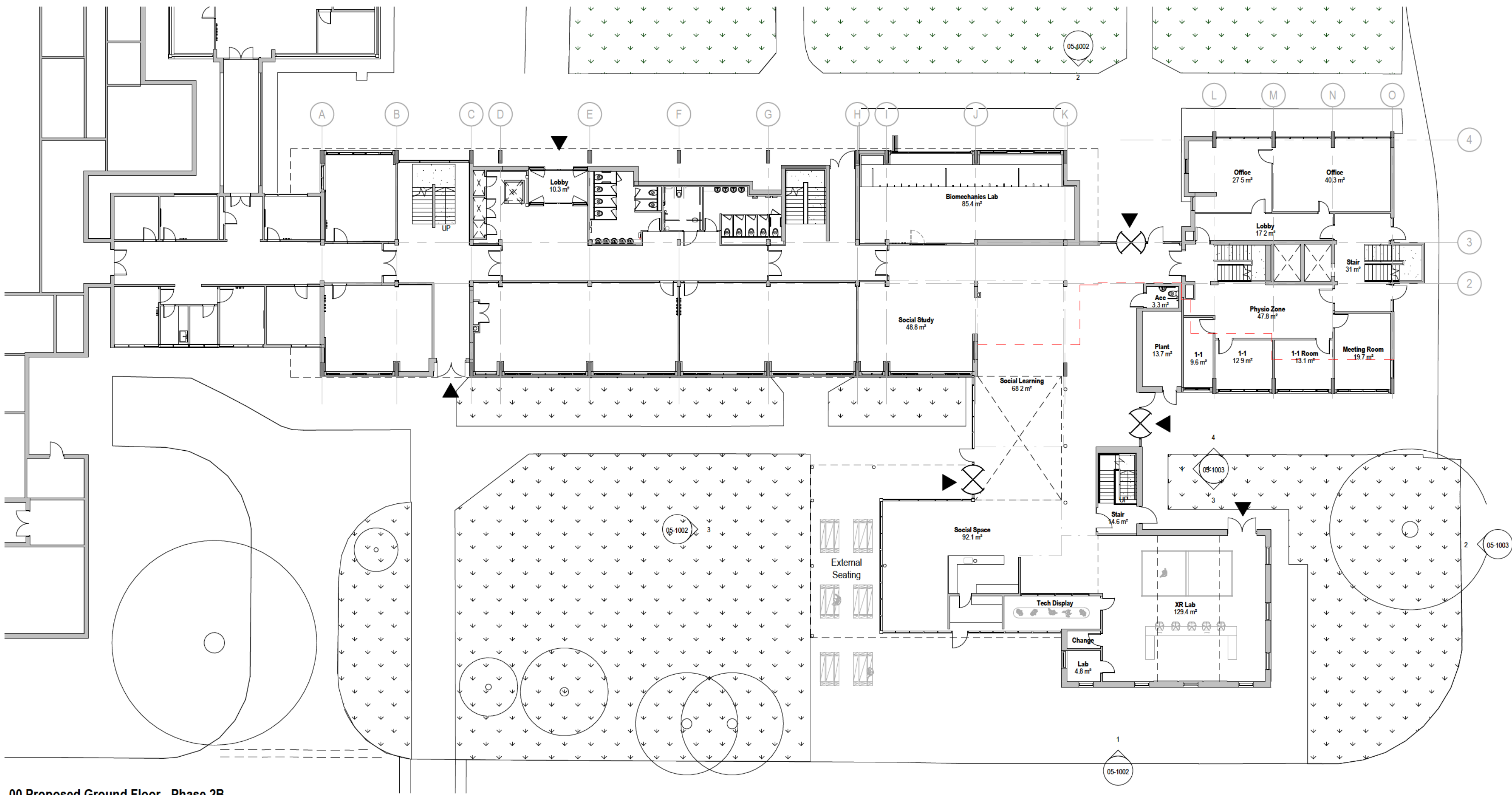




02 Proposed Second Floor - Phase 2B  
1 : 200



01 Proposed First Floor - Phase 2B  
1 : 200



00 Proposed Ground Floor - Phase 2B  
1 : 200

GENERAL NOTES:

1. All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies reported to the Architect / Designer.
2. Partial Service: Any discrepancies with site or other information is to be advised to the Architect / Designer and direction and / or approval is to be sought before the implementation of the detail.
3. Block and site plans are reproduced under license from the Ordnance Survey.
4. Do not scale this drawing.
5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect / Designer.



GRAPHIC SCALE: 1:200

|     |                                                                                                           |          |        |         |
|-----|-----------------------------------------------------------------------------------------------------------|----------|--------|---------|
| P3  | Phase2B - Revised Planning Issue - Extent of existing soft landscaping retained, RPA added to plan (T196) | 07.09.23 | MDB    | CB      |
| P2  | Phase2B - Revised Planning Issue                                                                          | 04.09.23 | RPB    | CB      |
| P1  | Phase2B - Planning Issue                                                                                  | 10.08.23 | RPB    | CB      |
| REV | DESCRIPTION                                                                                               | DATE     | REV BY | CHKD BY |

CLIENT  
Wrexham Glyndwr University

PROJECT  
HEIQ Phase 2

DRAWING  
Proposed GA Plans 2B

SCALE  
1 : 200 @ A1

FIRST ISSUED  
10.08.23

PROJECT  
1375-22

DRAWN BY  
RPB

CHECKED BY  
DO

ORIGIN  
DAY

VOLUME  
XX

LEVEL  
XX

TYPE  
DR

ROLE  
A

NUMBER  
05-0005

REVISION  
P3

DRAWING STATUS  
PLANNING

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