

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Head of Economy and Planning
Our Ref:	ET/DC/MM/P/2023/0683	FAO:	Amy Brittain
		Your Ref:	P/2023/0683
Date:	22 December 2023		

**K Block, Wrexham University, Crispin Lane, Wrexham, LL11 2HY
Demolition of existing building and two storey extension to academic building and all associated works**

Further to your consultation letter dated 24/10/2023 in respect of the above, I comment as follows: -

Existing site

The application site comprises the Techniquet 2 and K Block building of the Plas Coch campus of Wrexham University. The site is served via an existing vehicle access from Maes Glyndwr (south of the site); which in turn is accessed off Crispin Lane to the east.

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.

Proposed development

The application is for the construction of the 'Health, Education and Innovation Quarter (HEIQ) Phase 2B' and would be an extension of an existing academic building, comprising two storeys against the existing building, with an element rising to five storeys. The development is to accommodate specialist facilities with the existing health education course provision.

The extension comprises 785m² of internal floorspace across the two floors; social space, XR lab, teaching and learning lab, prelim room and smaller syndicate spaces, tech display, and external seating forming an outdoor learning/social space. Solar PV is proposed on the extension roof to contribute to the University's decarbonisation agenda.

Proposed Access Arrangements

Existing site access for vehicles, pedestrians and cyclists would be retained from Crispin Lane (via Maes Glyndwr). Some alterations to the building entrances are also proposed, comprising an entry foyer to both the north and south facades of the building.

Parking and Turning Provision

The proposed building will occupy an area that has an extant consent for 12 car parking spaces and 24 cycle parking stands (planning ref: P/2018/0666 for a campus – wide masterplan). The application does not seek to re-provide these spaces elsewhere on the campus, therefore it is proposed that 12 fewer car park spaces will be provided relative to those consented in the 2018 application.

The Transport Statement (TS) demonstrates that across the campus there are a total of 943 free to use parking spaces, of which 56 were accessible spaces. Parking accumulation surveys undertaken in 2018 and 2023 indicate the maximum record parking accumulation to be 620 and 699 respectively, indicating that there is significant reserve capacity within the car park. As such, the loss of 12 additional parking spaces from the proposed masterplan is considered to be acceptable. The supporting planning application highlights that the car parking provision is in surplus and therefore is acceptable in line with Policy T8.

The TS states that 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.

Traffic Generation

The TS states that *“the HEIQ Phase 2B development is not forecast to 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”*.

Notwithstanding, the TS presents two trips assessments; the first assumes a nominal 10% growth has been applied to the observed traffic generation from the site, to account for planned organic growth at the university in terms of staff and student numbers. The test indicates an additional nine two-way trips in the AM peak hour and six two-way trips in the PM peak hour. It is accepted that this is not considered to be a significant increase and is not envisaged to result in any adverse impacts on the surround highway network.

The second test adopts a significantly higher growth factor of 50%, in line with the 2018 TA. The assessment forecasts an increase of 44 two-way trips in the AM peak hour and 29 two-way trips in the PM peak hour. It is acknowledged that this represents a ‘low probability’ scenario in the near future and in the context of the scheme proposed it is accepted that no further assessment is required.

Conclusion

If planning permission is granted, the development should be subject to the following condition:

- A Construction Traffic Management Plan including details of contractor parking and an appropriate route for construction traffic should be submitted prior to commencement of development.



Chief Officer, Environment & Technical