

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Mared Rees-Jones
Our Ref:	ET/DC/MM/P/2021/0967	Your Ref:	P/2021/0967
Date:	1 st April 2022		

Glyndwr University, Mold Road, Wrexham
Removal of Condition 18 of planning permission P/2018/0666

Further to your email / consultation dated 19/10/2021 and additional information received in January 2022 regarding the potential to secure funds to improve the Crispin Lane/Mold Road junction through a S106 agreement if necessary. I comment as follows having had further internal discussions within WCBC during March 2022 which have followed a number of applications requesting similar changes to the wording of conditions in respect of Crispin Lane:-

The application seeks to remove condition 18 of planning permission P/2018/0666, which gave permission for 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.

Condition 18 states:

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.

The condition was required due to the poor standard of the existing Crispin Lane/Mold Road junction with inadequate visibility to the south. The junction will be used by traffic accessing the redeveloped campus.

This application for removal of the condition includes a planning statement that asserts that the condition does not meet the six tests for a valid planning condition.

The justifications given are:

- (i) Wrexham Gateway
- (ii) Commercial Viability
- (iii) Impact on the highway network – University expectations
- (iv) Impact on the highway network – Residential development
- (v) Inherited improvement works

Wrexham Gateway

While the Wrexham Gateway project might supersede works undertaken to fulfill this condition, it is not guaranteed to proceed. A decision should be made by WCBC, based on their level of confidence that the scheme will proceed.

Commercial Viability

It is acknowledged that the cost of the work is high. From a highways perspective improvement works are still required at this location in order to accommodate the development.

Impact on the highway network – University expectations

The impact of university traffic on Crispin Lane junction is expected to reduce because:

- Reduced attendance by staff and students due to increased remote working
- A revised internal layout will divert traffic away from the Crispin Lane access.

The Car Park Management Plan is not submitted in support of this application but has previously been seen by the Highways Department. It states that the Crispin Lane entrance will be unaltered and used by staff and students, with “Reasonable additional measures to control access to/from Crispin Lane” considered. The revised layout appears to increase the amount of parking close to the Crispin Lane entrance, so it is unclear how this will divert traffic away from Crispin Lane.

It is accepted that the increase in remote working is likely to reduce the trips generated by the university.

Impact on the highway network – Residential development

The study asserts that residential traffic from the expected new dwellings in the north of the campus will not use the Crispin Lane access. The concern has always been that increased use of the Plas Coch access, which is close to capacity, will result in traffic being deflected to the Crispin Lane junction. This concern remains.

Inherited improvement works

It is agreed that improvements to the Crispin Lane junction have been conditions of other planning permissions prior to this application but these have not been enforced. As more development is undertaken, the need for the work to be completed increases.

University Position

It is acknowledged that in addition to the above, the applicant is concerned that local residents and businesses could be disrupted twice by construction work, during this junction upgrade and then by the Wrexham Gateway scheme.

S106 Agreement

Further to this application being made, an agreement has been made between Wrexham County Borough Council and Glyndwr University that a S106 agreement will be used to secure sufficient funds towards upgrading the Crispin Lane/Mold Road junction in the event that the Wrexham Gateway scheme is not forthcoming.

Conclusion

It is agreed that if the Wrexham Gateway Masterplan is implemented, there will be no need for the junction improvement referred to in Condition 09. In the event that the Gateway proposals do not come forward, improvement works at the Crispin Lane/Mold Road junction will still be required.

It is now understood that an S106 agreement with the Glyndwr University will secure sufficient funds towards upgrading the Crispin Lane/Mold Road junction in the event that the Wrexham Gateway scheme is not forthcoming. If this agreement is in place then Condition 18 may be removed.



Chief Officer, Environment & Technical