

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning
FAO: Mared Rees

Our Ref: EP/DC/PP/2018/0668

Your Ref: P/2018/0668

Date: 10th September 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 505 Glyndwr University College of Art, 49 to 51 Regent Street, Wrexham.

Development: Refurbishment and improvement of Arts College, demolition of ancillary buildings and construction of new 107 bed student accommodation facility.

I refer to your consultation dated 20/08/2018 in respect of the above.

Access

The development site is bounded by Regent Street (Classified) to the north, Bradley Road (Classified) to the east and Central Road (Classified) to the west. A one-way system operates around the proposed development site subject to a 30mph speed limit.

Access off Regent Street

The development site appears to have 2 no. existing accesses off Regent Street which operates a one-way system along this section.

Both accesses provide adequate visibility ins accordance with Manual for Streets.

The more westerly access is located on the Union Rd / Regent Street junction. This access is 2.8m wide and provides parking for around 6 no. vehicles. However, this car park is only 8.3m wide which does not provide the 6m clearance normally required behind parking spaces.

The easterly access is also 2.8m wide and provides off street parking for around 4 no. cars.

Access off Central Road

There are 2 no. existing access points located along Central Road which operate as an entry and exit only. These provide access to approximately 25 spaces in the central courtyard area.

I understand that it is proposed to delete these existing spaces and retain the existing parking spaces off Regent Street (approximately 10 spaces). I understand that the remaining spaces will be retained for use by some staff and students with disabilities.

Although, there is an obvious benefit of closing up the 2 no. existing access points along Central Road, it raises the issues of the adequacy of parking provision when an additional 107 student apartments are being constructed.

Proposed Loading Bay

The submitted layout plan (Drg. No. DWG/2627/201 Rev A) indicates the provision of a loading area (layby) along Central Road. I would not support the location of such a feature in such close proximity to the bend where Bradley Road meets Central Road in the interest of highway safety.

If such a feature was to be supported, it would need to be re-located further along Central Road away from this junction. A visibility splay of 2.4 x 43m measured to the nearside edge of the adjoining highway would need to be maintained from the existing Pizza Hut access in the easterly direction when considering the location of such a feature. **I would recommend that the applicant submits a revised layout plan indicating the above detail.**

Any proposed layby would need full height kerbing to provide separation from any proposed footway at the rear of the layby in the interest of pedestrian safety. A typical WCBC refuse vehicle is approximately 11.2m long and 2.5m wide. Any proposed layby would need to be at least 3m wide and capable of accommodating the swept path movements of such a vehicle without adversely affecting the flow of traffic on the adjoining highway. The submitted plan (Drg. No. DWG/2627/201 Rev A), only appears to indicate the swept path movements of a 9.595m long refuse vehicle.

It would appear difficult to construct such an access given the significant difference in levels along the site frontage. Further details of how such a layby could be constructed and provide a minimum 2m wide footway behind would need to be submitted.

Any proposed layby would need a suitable Traffic Regulation Order (TRO) ie/ Loading Only to deter indiscriminate parking. Such TRO would need to be funded by the applicant.

No details of where bins would be stored and emptied in respect of the proposed layby have been provided.

Should the proposed development be supported, the applicant would be required to enter into a Section 38 / 278 agreement with the Council in order to construct any proposed layby / footway.

Parking & Turning Provision

I understand that the proposed development includes the following:-

- Extensive refurbishment of existing academic space
- Construction of 107 bed student accommodation block
- Construction of new workshops at lower ground floor level

LPGN 16 requires a maximum of 1 parking space per 2 bed spaces for student accommodation. This would equate to the maximum requirement of 54 spaces. **I would recommend that the applicant provides specific floor areas for all the other elements of the development assessed against LPGN 16 parking guidance in order to assess overall parking requirements at the site.**

I understand that additional car parking spaces for staff and students will be available at the Plas Coch Campus.

Planning consent (ref: P/2009/0835) for The Creative Industries Building at the Plas Coch Campus required the submission of a suitable Travel Plan. The submitted Travel Plan which has since been approved included ambitious targets for modal shift, reducing reliance on the use of the car. The submitted Planning & Access Statement submitted with this application included a car parking survey which determined that there was always at least 100 no. spare parking spaces available within the campus at any one time. This survey therefore suggested that adequate parking provision was available within the university campus.

If it is considered acceptable to support the deletion of 25 spaces at the Arts College and provide alternative parking provision at the Plas Coch Campus, then this must be justified by further parking surveys and an acceptable Car Parking Management Plan.

The loss of a turning area within the curtilage of the site is considered to be significant. This would mean that all deliveries related to the college would have to utilise the suggested layby. The frequency and details of how such deliveries would access the site would need to be provided for further consideration. **I await the requested information.**

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend that the applicant provides a **Construction Traffic Management Plan** including the following information:-

- Anticipated duration of construction period.
- Anticipated no. of daily construction vehicle movements ie/ HGVs, cars, vans visiting the site.
- Details of maximum number of construction related vehicles likely to be on site at any one time.
- Details of maximum size / length of HGV likely to visit the site including swept path details of such vehicles entering / leaving the site.
- Detailed layout plan indicating number of contractor parking spaces including details of how larger HGVs will turn on site.
- Details of proposed warning signs (ie/ signage schedule) during construction phase on approaches to site and access itself (the applicant may wish to contact the WCBC Streetworks Section – Contact Darren Green on Tel: 01978 729643 for advice). Proposed signage details will need to be included in a revised CTMP.
- Statement that wheel washing facilities will be available on site and that a road sweeper will be made available to ensure adjoining highway is kept free from debris / mud.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles, HGVs or Construction vehicles) shall occur on the public highway during the construction works or following completion of the works.

The above CTMP could be requested in the form of a planning condition.

I await the requested information

PPD Hutter

Planning Control Manager