

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning
FAO: Mared Rees

Our Ref: EP/DC/P/2018/0666

Your Ref: P/2018/0666

Date: 17th September 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 326 510 Glyndwr University, Mold Road, Wrexham.

Development: Demolition of student union and other redundant buildings and re-development of academic campus to provide new learning gateway and inner gateway buildings, new engineering building, new sports hall extension, re-development of multi-use games area, refurbishment of social learning and academic tuition space together with new car parking, infrastructure and public realm works.

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

Access

The development site is bounded by the B5101 Plas Coch Road (classified) to the north, A541 Mold Road (Classified) to the south and Crispin Lane (unclassified) to the east.

The existing road network in the vicinity of the Plas Coch Campus already suffers from capacity issues during the weekday peak times and at the weekend when significant queuing / delays are experienced.

The existing A483 / A541 junction, Plas Coch roundabouts(s) and New Road / Stansty Road junction suffer from capacity issues and would not benefit from any significant increase in vehicle movements.

Access off Plas Coch Road

This access is 5.4m wide and accesses onto the Plas Coch roundabout. It is currently accessible to all visitors / staff / students visiting the campus.

There are already existing queuing / capacity problems at the Plas Coch roundabout and would not benefit from any significant increase in vehicle movements.

I understand that it is proposed to demolish the existing student flats at the north western corner of the campus and sell a portion of the land off in this location to construct 410 new privately owned apartments (planning ref: P/2018/0671). **However, it is unclear as to how many existing apartments are to be demolished, how many daily vehicle movements they generate and what parking provision they have.**

I understand that is proposed to restrict access via this junction to the privately owned residential apartments. This would result in existing campus traffic having to utilise the Crispin Lane access or the modified Mold Road access, neither of which would benefit from any significant increase in vehicle movements.

Layout plan (Drg. No. DWG-2627-101 Rev A) indicates that the existing access will still be used for service vehicles. **Could you please ask the applicant to clarify how this arrangement will be managed / controlled.**

An emergency access would be required for the proposed development. A potential emergency access appears to be proposed accessing onto the Tennis Centre access. I assume that the applicant has access rights to provide such an access given that it utilizes the existing private access serving the Tennis Centre. An access of this nature would normally have to be dedicated to the Highway Authority for adoption to allow the public to use this link. I would recommend that such an access also serves as a shared footway / cycleway which could be extended through the site providing access into the main campus. Swept paths of a fire tender will need to be provided to ensure that such a vehicle can enter / exit the site.

Access off A541 Mold Road

Mold Road is a busy, classified road subject to a 30mph speed limit. Mold Road already suffers from capacity issues during weekday peak times and at the weekend when significant queuing / delays are experienced and would not benefit from any significant increase in vehicle movements.

Access via Mold Road currently comprise 2 access points (entry & exit). I understand that is proposed to permanently close up the existing access (entry) and construct a 2 way access (in & out) approximately in the same location of the existing access (exit only). This is indicated on submitted layout plan (DWG-2627-101 Rev A).

In order to support such a proposal, the following measures would need to be implemented:-

- Extension of splitter island across access point (entry only) to prevent vehicles carrying out u-turns in this location.
- Applicant to fund a "no u turn" traffic order along this section of Mold Road.
- Submission of a scheme for the access including design, construction, visibility splay, swept paths for larger vehicles.
- Applicant to fund a "no right turn" traffic order along this section of Mold Road to prevent vehicles travelling west along Mold Road turning into the proposed access.

Access off Crispin Lane

Crispin Lane is an unclassified road subject to a 30mph speed limit

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.

The Crispin Lane access serving the campus was improved as part of planning consent ref: P/2009/1000 (Centre for the Child). The access has been widened to 4.8m, including a footway link into the site and provides visibility splays in excess of 2.4 x 56m in both directions in accordance with Manual for Streets. However, these splays are typically impeded by parked vehicles in both directions. I would recommend that the applicant funds a Traffic Regulation Order (TRO) for double yellow lines along this section of Crispin Lane in order to ensure adequate visibility is provided from this existing access. Visibility is also impeded from the Wrexham Football Club car park access by these parked vehicles in the northerly direction and would benefit from an appropriate TRO.

The applicant will need to liaise with our Traffic Section – contact Darren Green on Tel: 01978 729643 to implement such measures.

In terms of access via Crispin lane to the north I comment as follows:-

Crispin Lane suffers from restricted carriageway width to the north of the site and poor junction layout where it meets Stansty Road. Access under the railway bridge towards the B5425 is poor. The junction of Stansty Road / New Road is operating beyond capacity which has already been highlighted by previous applications / appeals in this area ie/ Total Fitness Site. However, the submitted TA indicates that this junction continues to operate within capacity in all AM and PM peak scenarios until the 2035 with development scenario which conflicts with the previous traffic assessment.

It is obvious from observing the site in the peak hours, that this junction is already operating at capacity and it is considered that this section of the highway network would not benefit from any increase in traffic movements.

In terms of access via Crispin Lane to the south I comment as follows:-

Access via Crispin Lane onto Mold Road is poor with inadequate visibility in the south easterly direction (ie/ approximately 2.4 x 24m measured to nearside edge). A condition to improve this junction was 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 respect of width, radii, visibility, footway provision and upgrade to lighting provision.

This junction re-alignment was required to be implemented prior to occupation of the 521 student flats. In the meantime, the flats have been occupied and the developer has not carried out the junction improvements or entered into a s.278 agreement with the Council to carry out the works. Access to the existing 521 student flats has also not been constructed correctly.

I would recommend that this original scheme is implemented before any re-development of the Plas Coch Campus affecting vehicle movements along Crispin Lane is considered.

The proposed junction modifications indicated in Figure 6-1 of the Transport Assessment (Dated July 2018) including left turn only are considered unacceptable and would not be supported. However, I understand that the previously approved scheme relies on land outside of the current applicant's control and is therefore undeliverable.

Transport Assessment

Any proposed Traffic Assessment in respect of the Plas Coch Campus re-development would need to include a comprehensive analysis of the surrounding highway network including the A483 / A541 Junction 5. Any assessment would need to include baseline traffic plus Development plus 15 years growth. Such an assessment would need to be submitted to Welsh Government for assessment / approval.

I would recommend that the applicant liaises with Welsh Government (contact: Alun Wyn Jones @ :-

Welsh Government Mailbox NorthandMidWalesDevelopmentControlMailbox@gov.wales

The submitted Transport Assessment does not appear to have included the above assessment ie/ Junction 5 and Plas Coch / B & Q Roundabout. **I await the requested information.**

General Comments

- I understand that it is proposed to demolish the existing student flats at the north western corner of the campus and sell a portion of the land off in this location to construct 410 new privately owned apartments. **However, it is unclear as to how many existing apartments are to be demolished, how many daily vehicle movements they generate and what parking provision they have.**

I understand that of the 410 apartments, 197 will be two bedroomed and 213 will be one bedroomed. Based on LPGN 16 requirements, the proposed apartments would require a maximum of 714 spaces. It is proposed to provide 401 parking spaces which is less than 1 parking space per 1 / 2 bedroom apartment. This would represent a potential maximum shortfall in parking provision of 44% which is considered unacceptable.

- The TRICs data submitted for the privately owned flats indicates 2.844 movements per day per flat which would appear very low.
- The Picady analysis of the Stansty Road / New Road junction included in the Transport Assessment indicates that the junction is predicted to operate above normal capacity with RFC values in excess of the typically excepted maximum limit RFC of 0.85 for 2035 plus development. It is therefore considered that the proposed development will exacerbate the existing congestion / queuing experienced at this junction.
- Detail of how larger HGVs, refuse vehicles, coaches enter / exit the site through proposed / existing access points will need to be provided including swept path details.
- The ANPR survey was only carried out over one day to indicate movements at each access point. Any survey would need to be carried out over a minimum of a week. **I recommend that a further survey is carried out over a minimum of a week during normal term time.**

If the proposed TRICS data from the private flats is accepted, this would result in additional 1166 vehicle movements per day from the flats alone accessing the Plas Coch roundabout. The proposed development will result in all other campus movements being re-distributed between the existing Crispin Lane access and modified Mold Road access which would not benefit from any significant increase in vehicle movements.

Any capacity assessment will need to take account of the anticipated traffic generated by the proposed drive-through coffee facility at Plas Coch Retail Park and the proposed 24 bed lodge / hotel next to the Plas Coch Public House.

I would recommend that the applicant provides capacity assessments on all related accesses and junctions analyzing the effect on AM & PM peak hours which includes the existing baseline traffic scenario and an analysis of the baseline with development traffic based on 15 yr. future year.

Parking Provision

The submitted Transport Assessment states that the campus currently **does not operate any form of parking control** and its existing 947 spaces are open for use by staff, students, visitors and general members of the public.

However, previous planning consents at the campus ie/ Creative Industries Building – ref: P/2009/0835 and Centre for the Child – ref: P/2009/1000, both included conditions requiring a **university wide parking management plan which shall be included and monitored as part of the Final Travel Plan**. I assume this is a matter for our Planning Enforcement Section.

A recent parking accumulation survey was carried out at the campus on the 26/04/2018 using ANPR data recorded at each entrance point. Peak demand for parking at the campus on this occasion was recorded at approximately 620 cars falling to approximately 590 cars at mid-day. The total number of parking spaces on site are stated as being 947. This survey indicated a surplus of 327 spaces at the site.

However, a previous parking accumulation survey was carried out at the campus in 2009 around the time of the Creative Industries Building application. The total number of parking spaces on site at this time was stated as being 927. The survey indicated a peak accumulation of 827 between 11:00 -12:00 with parking remaining steady until 15:00 when parking demand begins to fall. This survey indicated a surplus of 100 spaces at the site.

I would recommend that the applicant clarifies why there is no car parking management plan in place at the campus and why the two parking surveys differ so significantly. Any survey should be carried out over a minimum of a week.

The submitted Transport Assessment states that once the land associated with the privately owned flats is removed from the campus, 568 spaces will be retained. The car parking survey carried out in 2009 would seem to suggest that 568 spaces would be insufficient.

The Transport Assessment indicates that an option is available to construct a new 314 space car park on the site of the redundant sports pitches to the north of the football club increasing the number of parking spaces to 882. However, any proposed additional parking in this area of the campus is likely to result in a significant increase in vehicle movements via Crispin Lane which would be considered unacceptable given the highway issues already raised.

Proposed Student Flats (Crispin Lane) - Planning Ref: P/2018/0672

The proposed student flats comprise 197 beds. It is proposed to provide an additional 12 spaces for the above flats. Any proposed parking provision must be provided in line with previously agreed parking provision in this location.

Scheme for Surface Water Drainage

A scheme of surface water drainage will need to be submitted for approval. I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt (Tel: 01978 729734) to discuss.

Proposed Lighting

A scheme of street lighting will be required for the proposed development.

Travel Plan & Parking Management Plan

If the application is supported, then the University will be required to implement a Campus Wide Travel Plan and Parking Management Plan.

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.

In conclusion, I would raise significant concerns in respect of the proposed development given the existing capacity issues on the local highway network in the vicinity of the campus. Any existing additional vehicle movements from the proposed development will only exacerbate the existing congestion / queuing experienced in this location.

Proposed parking provision at the campus is also a concern. Any shortfall in parking provision is likely to result in on-street parking issues along residential streets and existing retail / commercial car parks in the vicinity of the site.

I await the requested information.

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Planning Control Manager