

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0536 **Your Ref:** KH/P/2010/0536
Date: 23rd September 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

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

Development: Construction of new car park.

Further to my memo dated 01/07/2010 and submission of additional information emailed on 22/09/2010 by Lawray Architects in respect of the above, I comments as follows :-

As discussed in relation to previous / current developments at the Plas Coch Campus, the existing highway network including the Plas Coch and B & Q roundabouts in this location are already considered to be operating at or above full capacity and would not benefit from any increase in traffic movements.

Alternatively, 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.

However, the submitted plans (Drg. Nos SK.210910.01 Rev A & SK.210910.02 Rev A) suggest that there will be no net increase in parking provision at the campus and it is actually intended to reduce the overall no. of parking spaces by 13 no. assuming that the "Hub" development goes ahead.

I understand that the need for the proposed 217 no. new spaces are made up of 85 no. temporary spaces associated with the Centre for the Child development and the remainder being required due to the equivalent loss of existing spaces located elsewhere on the campus.

Provided that any new parking spaces are phased and only brought into operation when the equivalent number of existing spaces are lost, it is considered unlikely that such a proposal would result in any increase in traffic generation at the campus. Assuming that this is the case, I would have no objections to the proposed development on highway grounds

I would therefore recommend that any permission include the following condition:-

CONDITION

1. The proposed parking spaces (217 no.) shall only be brought into use once the equivalent number of existing spaces on the campus are lost.

REASON

1. In the interests of highway safety.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.


mf Operational Manager Traffic & Transportation