

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Mared Rees-Jones
Our Ref:	ET/DC/MM/P/2020/0604	Your Ref:	P/2020/0604
Date:	21 st June 2021		

**Wrexham Plas Coch, Glyndwr University, Mold Road, Wrexham.
Discharge of Condition 10 (Car Park Management) of Planning Permission P/2018/0671**

Condition 10 states that no part of the development shall commence until a Car Parking Management Plan relating to the Wrexham Glyndwr University Plas Coch Campus has been submitted and approved by the local planning authority.

Following my previous response a revised Car Park Management Plan (CPMP) has been submitted, which considers the impact of all the redevelopment proposals on car parking provision. This includes the replacement and renovation of existing campus buildings, extension to the student accommodation off Crispin Lane and the new 410 apartment residential development.

Mobility Parking

While still below the standard asked of new developments, the proposed development will increase the overall proportion of parking allocated to mobility spaces across the university campus. It is recognised that the university will be able to monitor demand for these spaces and make adjustments in future.

Construction Phase

The revised CPMP states that should parking pressures occur during the development phase a system of permits will be introduced for staff and students. This confirms that there could be a risk that staff, student and public parking may be displaced into the neighbouring residential area and/or the Plas Coch retail park, should the construction work reduce the level of car parking available.

It is recognised that the car park occupancy survey taken in 2018 has shown significant surplus parking with only 620 spaces in use out of 947. It is likely that Universities will continue to use blended learning and possible extended on-site learner capacity restrictions on campus due to Covid 19 will reduce the demand for parking on site in the short to medium term. Much of the early work will be take place during university holidays, when parking demand will be reduced, and the need to continue a blended approach to learning in the future will suppress the demand for parking in the short term.

It is therefore considered likely that the majority of the parking demand will be accommodated on site during the construction period. I appreciate that any displacement of parking will be temporary, with sufficient on-site parking provision available after construction is complete.

Conclusion

I am content that the provision of mobility spaces represents an overall increase across the campus and is satisfactory. There is not expected to be a significant displacement of parking on to the nearby road network and any impact will be temporary. Condition 10 should therefore be discharged.

A handwritten signature in black ink, appearing to be 'R. K.', on a light gray background.

Chief Officer, Environment & Technical