

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Mared Rees-Jones
Our Ref:	ET/DC/MM/P/2020/0610	Your Ref:	P/2020/0610
Date:	21 st June 2021		

Wrexham Plas Coch, Glyndwr University, Mold Road, Wrexham.

Discharge of Condition 19 (Car Park Management Plan) of Planning Permission P/2018/0666

Condition 19 states that prior to commencement of development, a Car Park Management Plan shall be submitted and approved by the Local Planning Authority. The Car Park Management Plan shall demonstrate how existing demand for student and staff car parking will be maintained during the construction phase of development, as well as demonstrate a long term management strategy for vehicular parking at the Plas Coch Campus as well as university wide.

Following my previous response a revised Car Park Management Plan (CPMP) has been submitted.

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.

Wider University

Condition 19 requests that the CPMP demonstrates “a long term management strategy for vehicular parking at the Plas Coch Campus as well as university wide.”

The CPMP refers to a shuttle bus operating between Plas Coch and Northop campuses, with staff and students wishing to use the bus encouraged to travel between these two main campus by bicycle or public transport. There are also two electric vehicles available for staff to travel between the campuses.

It notes that the Optic Centre, St Asaph has adequate parking provision.

The attention given to campuses other than Plas Coch is limited given that the condition asks for a university wide strategy. However, it is parking on the main campus that is the primary concern for this application.

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. The car park management plan is weak in its treatment of the wider university outside of Plas Coch Campus, but addresses the issues required to allow the development to proceed. Condition 19 should therefore be discharged.

A handwritten signature in black ink, appearing to be 'R. Jones', is written on a light blue background.

Chief Officer, Environment & Technical