

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
FAO: Mared Rees-Jones

Our Ref: **Your Ref:** P/2020/0604

Date: 8th January 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.

A Wrexham Glyndwr University 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.

Overall Parking Provision

The CPMP demonstrates that following all the redevelopment, a sufficient level of parking will be retained on site. It proposes improved maps and signage, which combined with the parking spaces being consolidated into fewer areas should result in more efficient use of the parking areas, overcoming existing issues with uneven demand for spaces in different parts of the campus.

It is suggested that parking areas 'may' be allocated to staff/student/visitors and that Variable Messaging Signage 'will be explored'. It is agreed that these measures are unlikely to be required immediately but should be implemented if and when parking issues arise in the future. Measures identified in the Framework Travel Plan such as a permit scheme and limiting access to car parks for staff and students who live nearby should also be implemented as the need arises.

Mobility Parking

The proportion of parking dedicated to mobility spaces appears to be well below the allocation required by the Wrexham Parking Standards (Local Planning Guidance Note No.16). LPG16 states that 10% of provision should be at mobility space standard, with a minimum of 60% of this allocated for disabled users. The proposed car park on the multi-sport games area has a proposed provision of 1.9% mobility spaces.

Construction Phase

The CPMP notes that the multi-sports games area will be utilised for contractor parking before being converted to a permanent car park post construction. It is not clear whether this parking area will also be used by students and staff during construction, or how parking for students and staff will be maintained during this time.

Conclusion

The CPMP has shown that a suitable level of parking will be provided after the site is redeveloped and that issues of uneven demand across the campus will be mitigated by consolidating spaces to fewer areas and improving signage. Appropriate parking management measures have been identified that should be introduced as the need arises.

There is some concern as to the provision of mobility parking spaces, as this appears to be well below the minimum stipulated by the Wrexham Parking Standards.

Although not required by Condition 10, clarification would be welcomed as to how student and staff parking will be maintained during the construction period.

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

Chief Officer, Environment & Technical