

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning
FAO: Mared Rees

Our Ref: EP/DC/P/2018/0668

Your Ref: P/2018/0668

Date: 17th June 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 330 505 Glyndwr University College of Art, 49 to 51 Regent Street, Wrexham.

Development: Refurbishment and improvement of Arts College, demolition of ancillary buildings and construction of new 107 bed student accommodation facility.

I refer to your email / consultation dated 24/05/2019 including Regent Street Campus Addendum (Dated 03/05/2019) and our meeting on 14/06/2019 in respect of the above.

Access

The development site is bounded by Regent Street (Classified) to the north, Bradley Road (Classified) to the east and Central Road (Classified) to the west. A one-way system operates around the proposed development site subject to a 30mph speed limit.

Access off Regent Street

The development site appears to have 2 no. existing accesses off Regent Street which operates a one-way system along this section.

Both accesses provide adequate visibility in accordance with Manual for Streets.

The more westerly access is located on the Union Rd / Regent Street junction. This access is 2.8m wide and provides parking for around 6 no. vehicles. However, this car park is only 8.3m wide which does not provide the 6m clearance normally required behind parking spaces.

The easterly access is also 2.8m wide and provides off street parking for around 4 no. cars.

Access off Central Road

There are 2 no. existing access points located along Central Road which operate as an entry and exit only. These provide access to approximately 25 spaces in the central courtyard area.

The submitted layout plan indicates the deletion of 25 no. spaces in the central courtyard area and retention of approximately 10 spaces in the existing car parks off Central Road and Regent Street.. I understand that the remaining spaces will be retained for use by some staff and students with disabilities.

However, I understand that the applicant will be preparing a formal "car parking and servicing management strategy" which could be enforced through a suitable planning condition. This will include the following details:-

- Student residents will sign a tenancy agreement that confirms that they will not park a car within one mile of the accommodation and that breaching this condition of tenancy will result in their tenancy being terminated.
- Student residents will be offered a permit to park at the Plas Coch campus, which is a short walk from the accommodation – but equally promotes the use of sustainable modes as a more attractive alternative.
- Of the limited number of parking spaces provided at Regent Street, those for accommodation use (non-academic) are for disabled or student pick up and drop off (loading and unloading) at the start and end of term time.
- At the start and end of term time, students will be allocated a managed 15-minute slot to drop off or pick up belongings. Beyond that, parents etc will be allowed to then park for a longer period at the Plas Coch campus.
- Student accommodation staff will be offered a permit to park at the Plas Coch campus – again promoting the use of more attractive sustainable modes such as rail or bus.
- Students attending the Arts Faculty Building but not resident at the on-site accommodation, will also be offered a permit to park at the Plas Coch Campus.

Proposed Loading Bay

The submitted layout plan (Drg. No. DWG/2627/201 Rev C) indicates the provision of a loading area (layby) along Central Road. The location of the proposed is considered acceptable.

However, a visibility splay of 2.4 x 43m measured to the nearside edge of the adjoining highway would need to be maintained from the existing Pizza Hut access in the easterly direction when considering the location of such a feature. **I would recommend that the applicant submits a revised layout plan indicating the above detail.**

Any proposed layby would need full height kerbing to provide separation from any proposed footway at the rear of the layby in the interest of pedestrian safety. A typical WCBC refuse vehicle is approximately 11.2m long and 2.5m wide. Any proposed layby would need to be at least 3m wide and capable of accommodating the swept path movements of such a vehicle without adversely affecting the flow of traffic on the adjoining highway.

A minimum 2m wide continuous footway along this section of Central Road will need to be provided behind the proposed layby. Further details of this footway will need to be submitted. Any existing signage / lighting columns will need to be re-located to the back of the footway to the satisfaction of the Highway Authority.

Any proposed layby would need a suitable Traffic Regulation Order (TRO) ie/ Loading Only to deter indiscriminate parking. Such a TRO will need to be funded by the applicant.

Details of where bins would be stored, number of bins required and how they would be emptied in respect of the proposed layby will need to be provided. **I would recommend that you consult with the Waste / Recycling Section so the applicant can discuss this issue and seek approval from our Waste / Recycling Section on this matter.** I would recommend that the applicant contacts our Waste Strategy Officer – Catherine Golightly on Tel: 01978 729693 to discuss.

Should the proposed development be supported, the applicant would be required to enter into a Section 38 / 278 agreement with the Council in order to construct any proposed layby / footway.

Parking & Turning Provision

I understand that the proposed development includes the following:-

- Extensive refurbishment of existing academic space
- Construction of 107 bed student accommodation block
- Construction of new workshops at lower ground floor level

Any significant shortfall in parking provision may have the potential to result in on-street parking along residential streets in and around this part of the town centre.

Although there is limited parking provision at the site for the additional 107 student apartments, the proposed formal "car parking and servicing management strategy" should allow the development to be managed effectively without causing any parking issues in the vicinity of the site.

The site is in close proximity to Wrexham Town Centre and the bus station and it may be considered unreasonable to object to the development on parking / highway grounds given its sustainable location.

The loss of a turning area within the curtilage of the site means that all deliveries related to the college would have to utilise the proposed layby. Details of how deliveries will be managed at the site must be included in the proposed formal "car parking and servicing management strategy".

I await the requested information.

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend that the applicant provides a Construction Traffic Management Plan including provision for contractor parking

The above CTMP could be requested in the form of a planning condition.

I await the requested information



 Planning Control Manager