

MEMORANDUM



From: Planning Control Manager

To: Chief Officer Planning & Regulatory
FAO: Philip Forster

Our Ref: PR/DC/P/2018/0671

Your Ref: P/2018/0671

Date: 12th June 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 326 513 Glyndwr University, Plas Coch Road, Wrexham.

Development: Demolition of redundant student halls and outline application for up to 410 apartments with access off B5101 together with car parking, landscaping and associated infrastructure on surplus land within the overall Plas Coch Academic Campus.

I refer to your consultation dated 06/06/2018 including updated Highway Statement dated 03/05/2019 in respect of the above.

Access

The development site is bounded by the B5101 Plas Coch Road (classified) to the north, A541 Mold Road (Classified) to the south and Crispin Lane (unclassified) to the east.

The existing road network in the vicinity of the Plas Coch Campus already suffers from capacity issues during the weekday peak times and at the weekend when significant queuing / delays are experienced.

The existing A483 / A541 junction, Plas Coch roundabouts(s) and New Road / Stansty Road junction suffer from capacity issues and would not benefit from an increase in vehicle movements.

Access off Plas Coch Road

This access is 5.4m wide and accesses onto the Plas Coch roundabout. It is currently accessible to all visitors / staff / students visiting the campus.

There are already existing queuing / capacity problems at the Plas Coch roundabout and would not benefit from any increase in vehicle movements.

I understand that it is proposed to demolish the existing student flats at the north western corner of the campus and sell a portion of the land off in this location to construct 410 new privately owned apartments (planning ref: P/2018/0671).

I previously understood that it was proposed to restrict access via this junction to the privately owned residential apartments. However the updated Highways Statement indicates that entry through the Plas Coch access will be controlled by a barrier or similar to allow access for legitimate users of the campus. However, it is not clear if vehicles will still be allowed to exit via this route onto the Plas Coch Roundabout. Could you please ask the applicant to clarify this point and confirm whether the junction analysis has taken this into account.

An emergency access would be required for the proposed development. A potential emergency access appears to be proposed accessing onto the Tennis Centre access. I assume that the applicant has access rights to provide such an access given that it utilizes the existing private access serving the Tennis Centre. An access of this nature would normally have to be dedicated to the Highway Authority for adoption to allow the public to use this link. I would recommend that such an access also serves as a shared footway / cycleway which could be extended through the site providing access into the main campus. Swept paths of a fire tender will need to be provided to ensure that such a vehicle can enter / exit the site.

Transport Assessment

A transport study of the A541 Mold Road / Plas Coch Road B&Q roundabout suggests that the traffic generated by the site will not have a significant impact on the highway.

However the TRICS traffic generation figures put forward within the document appear very low for a private residential estate. It is also noted that some of the traffic queueing figures within the study of existing roundabout conditions are questionable. It shows a queue of just 11 vehicles on Berse Road approach to the roundabout at peak hours; the queue generally extends from the roundabout beyond the Berse Road / Rhyd Broughton Lane roundabout and up to the roundabout by the hospital. The Plas Coch Road approach to the B&Q roundabout is shown to have a queue of just one vehicle at pm peak hours. Anyone who lives or works in Wrexham will know that this is not an accurate assessment of existing traffic conditions at the roundabout which suggests that the traffic assessment is fundamentally flawed.

A study of the Plas Coch retail park roundabout suggests that none of the approach legs to the roundabout are at capacity now and won't be even with development traffic by 2035. Anyone who lives or works in Wrexham will know that this is not an accurate assessment of existing traffic conditions at the roundabout which suggests that the traffic assessment is fundamentally flawed. A recent study of the roundabout for a separate retail development showed that the roundabout was close or over capacity on two of the legs at peak hours and weekends.

There is therefore serious concern over the impact that the additional 522 dwellings (410 Plas Coch & 112 Gatewen) will have on the operation of the existing highway network which is already over capacity at peak hours.

Parking provision

I understand that of the 410 apartments, 197 will be two bedroomed and 213 will be one bedroomed. Based on LPGN 16 requirements, the proposed apartments would require a maximum of 714 spaces. It is proposed to provide 401 parking spaces which is less than 1 parking space per 1 / 2 bedroom apartment. This would represent a potential maximum shortfall in parking provision of 44% which is considered unacceptable.

Scheme for Surface Water Drainage

A scheme of surface water drainage will need to be submitted for approval. I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt (Tel: 01978 729734) to discuss.

Proposed Lighting

A scheme of street lighting will be required for the proposed development.

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

I would recommend that the applicant provides a **Construction Traffic Management Plan** including the following information:-

- Anticipated duration of construction period.
- Anticipated no. of daily construction vehicle movements ie/ HGVs, cars, vans visiting the site.
- Details of maximum number of construction related vehicles likely to be on site at any one time.
- Details of maximum size / length of HGV likely to visit the site including swept path details of such vehicles entering / leaving the site.
- Detailed layout plan indicating number of contractor parking spaces including details of how larger HGVs will turn on site.
- Details of proposed warning signs (ie/ signage schedule) during construction phase on approaches to site and access itself (the applicant may wish to contact the WCBC Streetworks Section – Contact Darren Green on Tel: 01978 729643 for advice). Proposed signage details will need to be included in a revised CTMP.
- Statement that wheel washing facilities will be available on site and that a road sweeper will be made available to ensure adjoining highway is kept free from debris / mud.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles, HGVs or Construction vehicles) shall occur on the public highway during the construction works or following completion of the works.

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

In conclusion, I would raise concerns in respect of the proposed development given the existing capacity issues on the local highway network in the vicinity of the campus. Any existing additional vehicle movements from the proposed development will only exacerbate the existing congestion / queuing experienced in this location.

Proposed parking provision at the development is also a concern. Any shortfall in parking provision is likely to result in on-street parking issues along residential streets and existing retail / commercial car parks in the vicinity of the site.

pp 

Planning Control Manager