

MEMORANDUM



From: Planning Control Manager

To: Chief Officer Planning & Regulatory
FAO: Mared Rees

Our Ref: PR/DC/P/2018/0666

Your Ref: P/2018/0666

Date: 4th June 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 326 510 Glyndwr University, Mold Road, Wrexham.

Development: Demolition of student union and other redundant buildings and re-development of academic campus to provide new learning gateway and inner gateway buildings, new engineering building, new sports hall extension, re-development of multi-use games area, refurbishment of social learning and academic tuition space together with new car parking, infrastructure and public realm works.

I refer to your consultation dated 31/05/2018 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 any significant 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 significant 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 layout plan (Drg. No. DWG-2627-101 Rev A) indicates that 'the existing access will still be used for service vehicles'.

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.

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.

Access off A541 Mold Road

Mold Road is a busy, classified road subject to a 30mph speed limit. Mold Road already suffers from capacity issues during weekday peak times and at the weekend when significant queuing / delays are experienced and would not benefit from any significant increase in vehicle movements.

Access via Mold Road currently comprise 2 access points (entry & exit). I understand that is proposed to permanently close up the existing access (entry) and construct a 2 way access (in & out) approximately in the same location of the existing access (exit only). This is indicated on submitted layout plan (DWG-2627-101 Rev A).

In order to support such a proposal, the following measures would need to be implemented:-

- Extension of splitter island across access point (entry only) to prevent vehicles carrying out u-turns in this location.
- Applicant to fund a "no u turn" traffic order along this section of Mold Road.
- Submission of a scheme for the access including design, construction, visibility splay, swept paths for larger vehicles.
- Applicant to fund a "no right turn" traffic order along this section of Mold Road to prevent vehicles travelling west along Mold Road turning into the proposed access.

Discussions at a recent meeting with Glyndwr representatives suggested that the existing separate in / out access arrangements would be retained which was considered preferable to the previously proposed arrangement. The proposed access arrangement is not considered beneficial as vehicles previously entering the site coming from town via the Mold Rd access (in only) are likely to have to travel through the B & Q roundabout during peak hours to access either the existing Plas Coch access or New Mold Road access.

Could you please ask the applicant to clarify why the existing access arrangement off Mold Road is not now being retained as discussed.

Access off Crispin Lane

Crispin Lane is an unclassified road subject to a 30mph speed limit

Access from Crispin Lane is either via the Crispin Lane / Mold Road junction to the south or via the Crispin Lane / Stansty Road junction to the north. Both of these junctions are considered inadequate in layout / design and would not benefit from any increase in traffic movements.

The Crispin Lane access serving the campus was improved as part of planning consent ref: P/2009/1000 (Centre for the Child). The access has been widened to 4.8m, including a footway link into the site and provides visibility splays in excess of 2.4 x 56m in both directions in accordance with Manual for Streets. However, these splays are typically impeded by parked vehicles in both directions. If planning permission is granted, then some consideration should be given to introducing double yellow lines along this section of Crispin Lane in order to ensure adequate visibility is provided from this existing access.

The applicant will need to liaise with our Traffic Section – contact Darren Green on Tel: 01978 729643 to implement such measures.

In terms of access via Crispin lane to the north I comment as follows:-

Crispin Lane suffers from restricted carriageway width to the north of the site and poor junction layout where it meets Stansty Road. Access under the railway bridge towards the B5425 is poor. The junction of Stansty Road / New Road is operating beyond capacity which has already been highlighted by previous applications / appeals in this area ie/ Total Fitness Site. However, the submitted TA indicates that this junction continues to operate within capacity in all AM and PM peak scenarios until the 2035 with development scenario which conflicts with the previous traffic assessment.

It is obvious from observing the site in the peak hours, that this junction is already operating at capacity and it is considered that this section of the highway network would not benefit from any increase in traffic movements.

In terms of access via Crispin Lane to the south I comment as follows:-

Access via Crispin Lane onto Mold Road is poor with inadequate visibility in the south easterly direction (ie/ approximately 2.4 x 24m measured to nearside edge). A condition to improve this junction was included as part of planning permission ref: P/2008/1296 for the Student Village. This required improvements to the Crispin Lane / Mold Road junction in respect of width, radii, visibility, footway provision and upgrade to lighting provision.

This junction re-alignment was required to be implemented prior to occupation of the 521 student flats. In the meantime, the flats have been occupied and the developer has not carried out the junction improvements or entered into a s.278 agreement with the Council to carry out the works. Access to the existing 521 student flats has also not been constructed correctly.

I would recommend that this original scheme is implemented before any re-development of the Plas Coch Campus affecting vehicle movements along Crispin Lane is considered.

The proposed junction modifications indicated in Figure 6-1 of the Transport Assessment (Dated July 2018) including left turn only are considered unacceptable and would not be supported.

I understand that the section of land on the corner of Crispin Lane required for the previously required junction improvement is now under the control of the University and could therefore be delivered in accordance with the previous planning consent.

However, the updated Highway Statement appears to suggest that the University is not prepared to carry out the junction improvements at Crispin Lane but wish to pass the responsibility to whoever may purchase the piece of land in question at some time in the future.

The condition to improve the access was prior to occupation of the first phase of flats which have since been occupied. The re-location of the campus car park on the former astro turf pitch is considered likely to result in significantly more vehicle movements along Crispin Lane. If the application is to be supported, then it is considered essential for the junction improvements to be provided in advance of the proposed development.

Parking Provision

The submitted Transport Assessment states that the campus currently **does not operate any form of parking control** and its existing 947 spaces are open for use by staff, students, visitors and general members of the public.

However, previous planning consents at the campus ie/ Creative Industries Building – ref: P/2009/0835 and Centre for the Child – ref:P/2009/1000, both included conditions requiring a **university wide parking management plan which shall be included and monitored as part of the Final Travel Plan.**

A recent parking accumulation survey was carried out at the campus on the 26/04/2018 using ANPR data recorded at each entrance point. Peak demand for parking at the campus on this occasion was recorded at approximately 620 cars falling to approximately 590 cars at mid-day. The total number of parking spaces on site are stated as being 947. This survey indicated a surplus of 327 spaces at the site.

However, a previous parking accumulation survey was carried out at the campus in 2009 around the time of the Creative Industries Building application. The total number of parking spaces on site at this time was stated as being 927. The survey indicated a peak accumulation of 827 between 11:00 -12:00 with parking remaining steady until 15:00 when parking demand begins to fall. This survey indicated a surplus of 100 spaces at the site.

I would recommend that the applicant clarifies why there is no car parking management plan in place at the campus and why the two parking surveys differ so significantly.

The submitted Transport Assessment states that once the land associated with the privately owned flats is removed from the campus, 568 spaces will be retained. The car parking survey undertaken in 2009 would seem to suggest that 568 spaces would be insufficient. The applicant has also stated that at least 50 car parking spaces will be provided for the student flats development on the Art College site (Planning application no. P/2018/0668). These additional spaces will need to be factored into any calculations of parking provision.

The Transport Assessment indicates that an option is available to construct a new 314 space car park on the site of the redundant sports pitches to the north of the football club increasing the number of parking spaces to 882. However any proposed additional parking in this area of the campus is likely to result in a significant increase in vehicle movements via Crispin Lane which would be considered unacceptable given the highway issues already raised.

Some consideration will therefore need to be given to limiting traffic generation from the site on to the Crispin Lane access.

Proposed Student Flats (Crispin Lane) - Planning Ref: P/2018/0672

The proposed student flats comprise 197 beds. It is proposed to provide an additional 12 spaces for the above flats. Any proposed parking provision must be provided in line with previously agreed parking provision in this location.

If the application is supported then, it would seem sensible to provide parking at the campus that caters for the number previously recorded at the site ie/ 827 plus additional spaces for any likely fluctuations.

The updated Highway Statement indicates that parking at the campus is uncontrolled and is being abused by people working in the town centre. It is now suggested that a formal car parking management strategy and enforcement policy is employed at the campus.

However, previous planning consents at the campus ie/ Creative Industries Building – ref: P/2009/0835 and Centre for the Child – ref:P/2009/1000, both included conditions requiring a university wide parking management plan which shall be included and monitored as part of the Final Travel Plan. The University has agreed that these conditions have been ignored. I would raise concerns that this situation could continue (ie/ no management of parking) if the application is supported.

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.

Travel Plan & Parking Management Plan

If the application is supported, then the University will be required to implement a Campus Wide Travel Plan and Parking Management Plan.

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.

Conclusion

There are existing capacity issues on the local highway network in the vicinity of the campus and any significant additional vehicle movements from the proposed development will only exacerbate the existing congestion / queuing experienced in this location.

This application involves the demolition of various buildings and re-development of the site campus to include new car parking, infrastructure and public realm works. We acknowledge that this application in itself is unlikely to generate significant additional traffic.

However we do have concerns over the redistribution of traffic caused by the amended access on Mold Road and also by the car park located on Crispin Lane. If this application is granted planning permission then I would recommend that some consideration is given to restricting the amount of traffic permitted to access and egress the site on Crispin Lane.

Proposed parking provision at the campus 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.

A handwritten signature in black ink, appearing to be 'PP' followed by a stylized name, possibly 'D. H. H.', written in a cursive style.

Planning Control Manager