
Project	Wrexham Glyndŵr University
Location	Site 2: Regent Street Campus
Title	Highways Addendum
Date	7 th December 2018
Author(s)	Mark Lever
Project Code	2627
Version	2



1. Introduction

- 1.1 The following Highways Addendum has been produced to respond to a number of outstanding queries raised by Wrexham County Borough Council (WCBC) highways officers following submission of the relevant planning application (P/2018/0668) and a subsequent meeting on 12th September 2018.
- 1.2 The addendum should be read in addition to the submitted Transport Statement (v3 dated 31st July 2018). In the case of conflicting information, that presented in the Highways Addendum should be taken as the most relevant and up-to-date.
- 1.3 The addendum is set out into the following chapters, reflecting each outstanding issue:
 - **Loading bay** – Providing a revised layout showing the new location of the proposed loading bay further to the west on Central Road
 - **Parking provision** – Providing details of the existing and proposed car parking provision against use classes and floor areas to allow a direct comparison
 - **Parking overspill** – Examining the controls that will be in place to prevent overspill parking issues should they occur
- 1.4 It is anticipated that following the submission of this Highways Addendum, WCBC highways officers will be in a position to confirm their support for the proposed development. It should continue to be noted that this application does not sit in isolation and forms one part of a wider masterplan for Wrexham Glyndŵr University.

2. Loading Area

- 2.1 An updated layout plan, as seen in Figure 4-1, shows a revised position of the proposed loading area, considering previous comments by WCBC. Annotations on the drawing have also been added to show that the existing 24m forward visibility around

the corner from Bradley Road onto Central Road has been maintained and will not be interrupted when a refuse vehicle is parking in the bay.

- 2.2 Swept path analysis has been updated for an 11.2-metre-long refuse vehicle, as requested by WCBC.

Figure 4-1: Revised loading area layout



Source: ITP DWG-2627-201 Rev B (Appendix A)

- 2.3 The location of the loading bay has been clearly delineated and it is suggested that bollards or similar tactile obstacles be placed at either end of the area, both to prevent vehicles overrunning onto the footway and to guide pedestrians with visual impairments safely around the area. This, however, will be subject to detailed design and agreement with WCBC at a later stage.

3. Parking Provision

- 3.1 Whilst no changes have been made to the proposed parking provision, Table 3-1 seeks to clearly present a comparison between the existing and proposed parking provisions judged against use classes and their respective standards.
- 3.2 Reviewing adopted car parking standards for Wrexham, it is noted that car-free or reduced-reliance housing – in this case student accommodation – can be policy compliant:

Proposals for reduced reliance/car free housing, as supported by TAN 18 - Transport, will be considered on their own merits. It is likely that only small scale sites will be suitable for such developments where they are demonstrated to be within walking distance to frequent public transport and accessible to a range of employment, shopping and leisure facilities. Where reduced reliance/car free developments are proposed, the Council will need to be satisfied that they will not cause or exacerbate parking problems.

Local Planning Guidance Note No. 16 (p2)

- 3.3 Currently the site provides parking for approximately 29-36 vehicles, including 3 disabled bays. Note that the upper estimate is based on current staff parking behaviour that results in vehicles being blocked in the car park. Cars are split between three areas – a fenced area off Regent Street (approximately 6-8 standard spaces), an area of Union Road (approximately 6-8 standard spaces) and the rear yard (approximately 16-20 standard spaces, plus 3 disabled bays).
- 3.4 Table 3-1 summarises the existing and proposed car parking provision against adopted maximum car parking standards. This has been requested by WCBC to clearly present the proposed change in parking, with reference to the change in use class and internal areas.

Table 3-1: Car parking provision summary

Use	Quantity	Standard	Max.	Provided	%
Existing					
D1 University	4,369m ²	2 spaces + 1 space per 25m ² gross floor area	177	29	16%
Proposed					
D1 University	4,378m ²	2 spaces + 1 space per 25m ² gross floor area	177	7	3%
C2 Student Accommodation	107 room	1 space per 2 bed spaces	53		

Source: Wrexham Local Planning Guidance Note No. 16

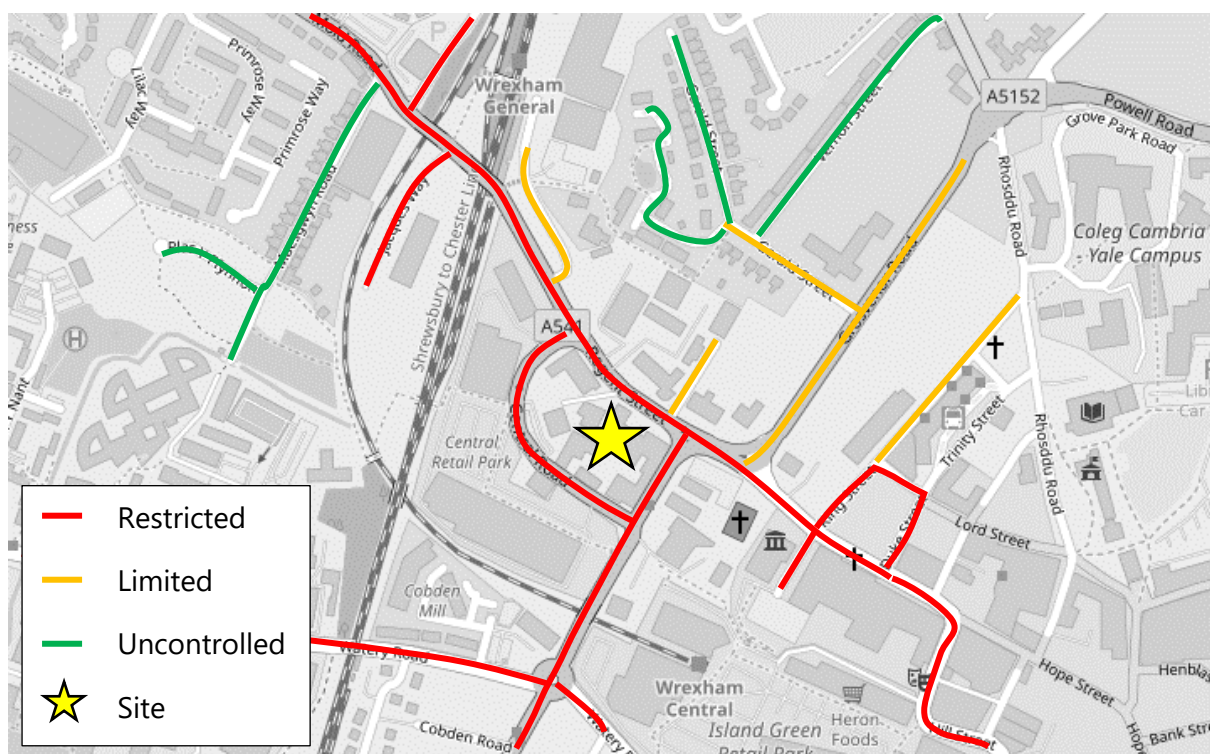
- 3.5 It can be seen that current parking provision is well below the maximum allowed by the adopted standards. The fact that this is not already causing overspill issues is testament to the highly sustainable location of the site and connectivity by alternative modes.

This is not expected to change as a result of the proposed development despite the reduction in on-site car parking.

4. Parking Overspill

- 4.1 Figure 4-1 shows a summary of nearby on-street parking restrictions, with the implication being that the majority of surrounding streets are already subject to extensive parking restrictions or limited waiting periods and therefore will not be subject to overspill parking pressures.
- 4.2 Students will foremost be strongly discouraged from bringing a car with them to university, with provisions written into their lease agreement. In exceptional circumstances, such as when a student requires a car as part of their studies, they will be able park at the main Plas Coch Campus.

Figure 4-1: On-street parking restrictions summary



Source: Open Street Map

- 4.3 The distance between the site and the nearest uncontrolled on-street parking means that there is little advantage over parking at the main Plas Coch Campus. This becomes even less attractive when considering existing on-street parking is likely to be heavily utilised by existing residents and therefore finding a space will not be guaranteed.
- 4.4 Parking for students with disabilities will be provided on-site and therefore will not be required to park off-site or on the surrounding highway network.

- 4.5 On this basis it is concluded that full consideration has been made in line with the guidance contained within the adopted parking standards and that the proposed level of parking is both sufficient, especially given the site's highly accessible location, and will not lead to overspill issues onto the surrounding highway network, which is already tightly controlled.

The car parking standards set out [by WCBC] are maximum standards for each land use category. In accordance with national policy the Council has no minimum parking requirements. In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access.

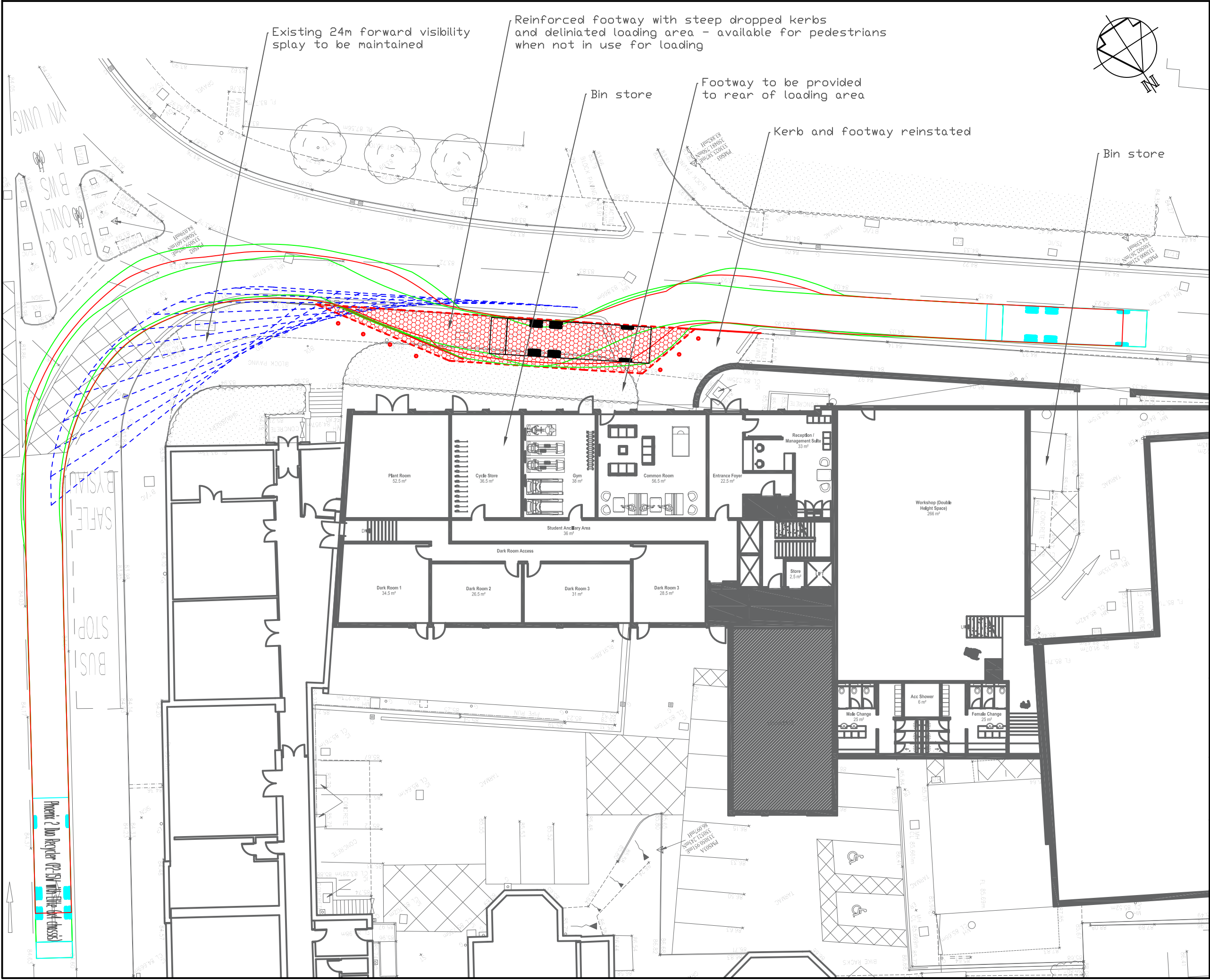
Local Planning Guidance Note No. 16 (p2)

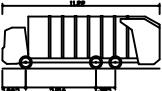
5. Conclusion

- 5.1 The Highways Addendum, in conjunction with the previously-submitted Transport Statement, presents a transparent assessment of the traffic and transport impact of the proposed development, which in this case is considered to be negligible. This is based on the following key features and findings:
- The proposed development proposes little parking to be retained on site, restricting the potential for car-based trip generation and promoting the use of existing sustainable transport options
 - The site is located on the edge of Wrexham town centre, meaning that it is within an easy walking distance of a large number of amenities and services, limiting the distance travelled by prospective residents of the student accommodation and users of the teaching space
 - The site is in an area surrounded by existing parking restrictions, meaning that there is little or no potential for overspill parking – any issues can be legitimately enforced using existing mechanisms
 - Consideration has been given to the safe and efficient servicing of the site, through the provision of a dedicated loading area adjacent to the key servicing areas
- 5.2 Based on the feedback received to date by WCBC, it is considered that all outstanding issues have now been addressed. Based on the information presented within this Highways Addendum, ITP consider that WCBC should be in a position to support the proposed development.

Appendix A

Loading Area Layout Plan



Z:\Data\2600-2699\2627 Wrexham Glyndwr University\Drawings\Current			
Relocated loading bay Consultation	B A	DP DP	03/10/18 14/06/18
REVISIONS	REV	Auth	DATE
Notes: Preliminary drawing - not for construction The acceptability of the proposed design is subject to further investigation, including utilities searches, land ownership enquiries and road safety audits.  Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis) Overall Length 10.8m Overall Width 2.55m Overall Height 3.25m Wheelbase 4.0m Kerb to kerb turning radius 11.55m			
Post-submission Consultation Draft for information	B A -	DP DP DP	03/10/18 14/06/18 13/06/18
PURPOSE OF ISSUE	REV	Auth	DATE
 Integrated Transport Planning Ltd Cornwall Buildings 45 Newhall Street Birmingham B3 3QR Tel: 0121 213 4725 Fax: 0121 213 4793 http://www.itpworld.net			
CLIENT			
Wrexham Glyndwr University			
PROJECT			
Regent Street Campus			
DRAWING TITLE			
Proposed Loading Area			
BASE SCALE			DATE
1:250 @ A3			Oct 2018
DRAWING NUMBER			REV
DWG/2627/201			B