

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – Date 1st JULY 2019

APPLICATION NO:
P/2018 /0666

LOCATION:
GLYNDWR UNIVERSITY MOLD
ROAD WREXHAM
LL11 2AW

DATE RECEIVED:
10/08/2018

COMMUNITY:
Rhosddu

DESCRIPTION:
DEMOLITION OF STUDENT UNION,
REFECTORY AND OTHER
REDUNDANT BUILDINGS, AND
REDEVELOPMENT OF ACADEMIC
CAMPUS TO PROVIDE NEW
LEARNING GATEWAY BUILDING,
ENGINEERING BUILDING, NEW
SPORTS HALL EXTENSION,
REDEVELOPMENT OF MULTI-USE
GAMES AREA, REFURBISHMENT
OF SOCIAL LEARNING AND
ACADEMIC TUITION SPACE,
TOGETHER WITH NEW CAR
PARKING, INFRASTRUCTURE,
LANDSCAPING AND PUBLIC REALM
WORKS.

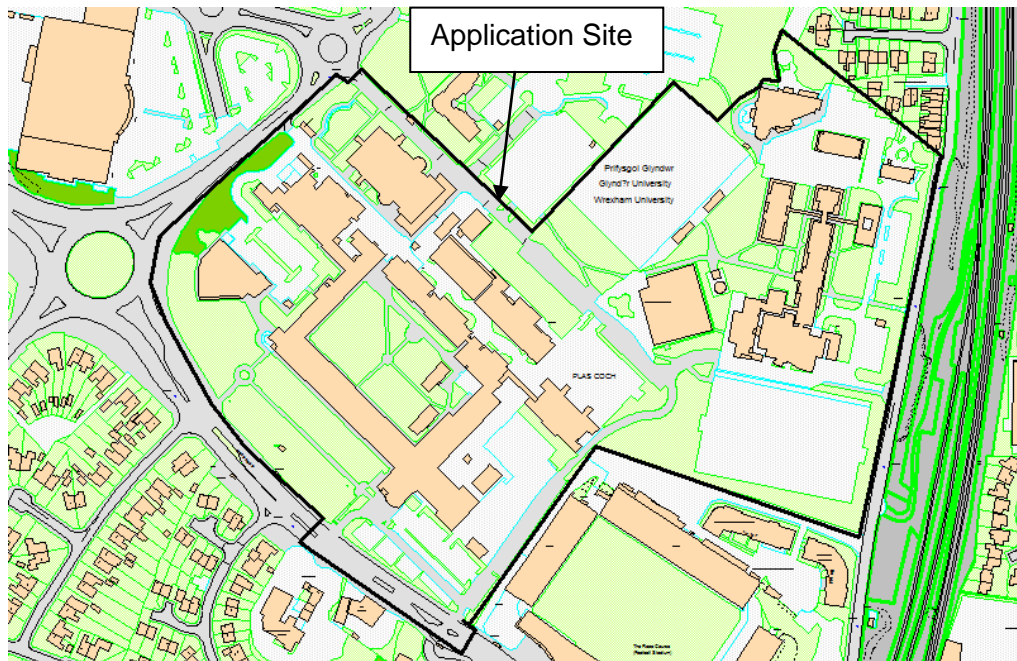
CASE OFFICER:
MR

WARD:
Grosvenor

AGENT NAME:
NARVO ASSET
MANAGEMENT
MR ANDREW SMITH

APPLICANT(S) NAME:
GLYNDWR UNIVERSITY

SITE



PROPOSAL

The proposal seeks full planning permission for the redevelopment of the academic campus, as part of the University's Campus 2025 Masterplan which seeks through investment and redevelopment of the University, to sustain a viable position within the higher education sector.

This application has been submitted as part of a suite of other applications which include:-

P/2018/0667 - Demolition of student union, refectory and other redundant buildings and redevelopment of academic campus to provide new learning gateway building, engineering building, new sports hall extension, redevelopment of Multi-Use Games Area, refurbishment of social learning and academic tuition space together with new car parking, infrastructure, landscaping and public realm works.

P/2018/0668 & P/2018/0669 – Refurbishment and improvement of Arts College, demolition of ancillary buildings and construction of new 107 bed student accommodation facility.

P/2018/0670 – Conservation Area Consent for demolition of ancillary outbuildings within the Art School.

P/2018/0671 – 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.

P/2018/0672 – Outline application for student accommodation facility of up to 197 bed spaces, parking and landscaping.

P/2018/0673 – Outline application for up to 74 dwellings together with vehicular pedestrian access from Holt Road, open space which can be used with adjoining land to the west to create a formal sports pitch, site landscaping, sustainable drainage and other related infrastructure.

P/2018/0674 – Outline application for residential development, up to 112 dwellings together with vehicular/pedestrian access from Gatewen Road, open space, landscaping, sustainable drainage and other related infrastructure.

The residential developments proposed are intended would generate the income required to facilitate the Campus 2025 Masterplan development.

Proposal

The proposal for this application involves the following:-

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- demolition of the student union, refectory and other redundant buildings;
- construction of rear extension to the main Plas Coch Campus building to form the new Learning Gateway;
- construction of new engineering building;
- construction of rear extension to the sports hall;
- redevelopment of Multi Use Games Area to form new car parking;
- refurbishment of the social, learning and academic tuition space
- provision of new car parking, infrastructure, landscaping and public realm works.

The main University building on the campus is Grade II listed. A Listed Building Consent application under P/2018/0667 runs concurrent with this one.

Background

The original proposal was for the construction of an extension to the front of the main Plas Coch Campus building to form the new Learning Gateway, as well as for the construction of an extension to the rear of the building, to form an inner gateway building.

Concerns were raised by the Council's Conservation Officer as well as other consultees regarding the visual impact of the Learning Gateway on the façade and frontage of the Grade II listed building.

Concerns were also raised regarding the justification put forward for the demolition of the student union, in order to facilitate the inner gateway building.

Following detailed discussions, the proposal for the Learning Gateway has subsequently been re-located and re-designed to overcome the concerns raised.

The change was subject to a re-consultation period of 14 days, undertaken in June 2019, and relevant consultees were re-consulted accordingly.

RELEVANT HISTORY

P/2012/0539 – Display of signs. Approved 03/09/2012.

P/2004/0546 – Replacement of ground floor glazing on front and side elevations and relocation of entrance doors. Approved 11/06/2004.

P/2004/0852 – Listed Building Consent for installation of passenger lift. Approved 13/08/2004.

P/2000/0220 – Listed Building Consent to remodel ground floor of Block B and 2 rooms on first floor of Block C. Approved 08/05/2000.

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PLANNING POLICY

Planning Policy Wales (PPW)

Within Wrexham Settlement Limit. UDP policies GDP1, EC4, EC6, EC9, CLF4, T8, LPG 07 – Landscaping and Development, LPG 16 – Parking Standards.

CONSULTATIONS

Adjoining Community Council: Received 13/09/2018.

Concerns raised about the proposal to reduce the amount of parking provision from 947 to 561 and the resultant impact this could have on residents in the local neighbourhood. Some of the entrance features would detract from the appearance of the listed buildings. The proposal would result in further pressure on the congested main routes around town, particularly the Regent Street/Central Road gyratory system, resulting in danger to highway safety.

Adjoining Local Member: Notified 10.08.2018 & 03.06.2019. Comments made on the basis of advice taken from the Legal Department to declare a personal and prejudicial interest to the application. The Adjoining Local Member states that his comments are made in a personal capacity rather than as County Councillor.

Received 13/06/2019.

I fully endorse Glyndwr University's intentions to modernise their campus, thereby maintaining for years to come it's appeal to students who predominantly come from the Wrexham/north east Wales region. The only concerns for Mold Rd residents which I believe demands consideration are outlined as follows. The recently revised planning application goes a long way to addressing my initial concerns over the loss of campus parking spaces, from 947 to 568 spaces, by way of providing 314 new spaces in place of the disused all-weather sports pitch. The loss of the all-weather pitch is not a major concern as it is my understanding that flood-lights are to be installed at the nearby Ysgol Clywedog all-weather pitch, in readiness for public hire for the forthcoming Autumn, thereby making good the loss of the Glyndwr facility. If car-parking spaces were to of reduced to 568 spaces, based on a questionable

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one day of vehicle movements, then local residents were concerned about staff/students visiting the campus using the Mold Rd side-streets as an over-spill car-park, which currently is not the case. This increased car-parking capacity does now demand a change to the submitted Travel Plan to acknowledge no staff/students will be denied vehicle access to the campus, just because they live within a certain radius of the campus. Can you please confirm this is to be amended? Whilst there is a proposed overall loss of 67 spaces, this I accept will be alleviated by the off-site relocation of Glyndwr Techniquet and better management of vehicles permitted to park on the campus. I trust due consideration has been given to the management of vehicles accessing the campus during term-time by visitors to the child-care centre and the Catrin Finch Centre, whilst ensuring the campus is not used as a rat-run by householders living on the proposed northern quarter residential development. With the proposed “centre of gravity” for the campus car-parking moving towards Crispin Lane, away from the Plas Coch roundabout entrance, I believe the proposed Crispin Lane/ Mold Rd junction improvement work is inadequate to cope with additional peak-time vehicle movements, which ought to be encouraged to depart the campus via Crispin Lane/Mold Rd, rather than via the Plas Coch roundabout. Local residents I have spoken with do not support the removal of the existing right-turn on to Mold Rd from Crispin Lane. As such I wish you to consider the benefit of retaining the aforementioned vehicle movement by way of widening a length of Crispin Lane to accommodate a left and right turn leg out of Crispin Lane and a leg for vehicles entering Crispin Lane. This way vehicles backing-up to turn right on to Mold Rd will not hinder vehicles turning left at the junction. I would appreciate the input of our Highway officers as to whether the traffic lights, which currently serve the Premier Inn, could be left on red for longer at the late afternoon peak-time period to allow a greater number of campus vehicles to gain access to the outward leg of Mold Rd from Crispin Lane. If this outcome was secured then I believe this will go a long way to alleviating the number of vehicles that would otherwise leave the campus via the Plas Coch campus entrance, at a time when vehicles are likely to be entering the campus

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due to the proposed northern quarters private housing development. On a separate issue a pupil of Ysgol Plas Coch, whose family live on Windsor Drive, has highlighted to me the struggle she and her Mum has crossing the Grange store leg of the B5101 at the B&Q roundabout, due to the lack of a traffic-light controlled pedestrian crossing. As such if the planning application is based on sustainable travel movement then I would request thought is given to the provision of a pedestrian crossing at this location, based on the additional vehicle movements this and planning application P/2018/0671 will generate along this stretch of the B5101.

Welsh Government: Received 03/10/2018.
Condition recommended to secure submission of a Construction Traffic Management Plan to ensure the free flow of traffic associated with the trunk road is maintained, prior to commencement.

Sport Wales: Received 14/09/2018.
The MUGA/artificial pitches will become a car park but replacement facilities will be provided at Colliers Park. Sport Wales wanted confirmation that Colliers Park would be able to cater for all existing users of the MUGA at Glyndwr University.

Received 19/06/2019.
Acknowledge that the MUGA is approaching the end of its life and has now been closed, however remain concerned about the mentioned third party bookings and whether they have been able to secure alternative facilities.

Welsh Water: Received 30/08/2018.
Condition recommended to secure submission of drainage scheme for foul, surface and land water.

Wrexham Civic Society: Received 07/09/2018.
The extension to the front of the building was not considered to be a sensitive change, would degrade the structure and would not enhance this gateway into town. In relation to the demolition of the former gymnasium/Students Union, queries raised in regards to the demolition being the only alternative to achieve the aspirations of the Universities Masterplan.

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- Wrexham Flood: Received 11/09/2018.
No objection subject to a pre-commencement condition to secure a drainage scheme.
- Received 18/06/2019.
Flood Officer is encouraged to see the inclusion of multiple SuDS features within the proposal.
Previous comments still apply.
- NRW: Received 19/12/2018.
No objection subject to conditions to secure external lighting scheme, submission of Reasonable Avoidance Measures relating to bats and submission and implementation of an approved ecological compliance audit.
- Received 21/06/2019.
Object to the application on the basis that further Bat Surveys are required to establish presence of bats within the additional buildings to be demolished.
- Wrexham Ecology: Received 09/01/2019.
No objection subject to conditions to secure Ecological Clerk of Works, details of outlined mitigation and method statement and details of external lighting.
- Wrexham Trees: Received 12/12/2018.
No objection subject to conditions to secure submission of an Arboricultural Method Statement, full details of arboricultural supervision, submission of landscaping scheme and further details relating to planting pits.
- Wrexham Conservation: Received 22/10/2018.
Concerns raised relating to the learning gateway and its concealment of views through to the primary features of the frontage as well as the bisection of the tower in what was considered to be a negative manner.
Justification put forward for demolition of Student Union was considered to be weak. The existing Engineering Building is considered to have fine architectural qualities and it may be necessary to establish whether this building is worthy of listing, prior to agreeing any demolition works. It is not clear how the proposed Engineering Building

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would relate to the existing campus by virtue of its design concept.

Additional information required on the refurbishment works and alterations to the front boundary wall.

Received 18/06/2019.

In order to preserve the Mold Road elevation, and primary architectural features of the building, alternative solutions have been considered culminating in a proposal for a new build gateway building to the rear elevation. The proposed solution will still result in the demolition of parts of the listed building including the students union and the refectory.

A revised Heritage Impact Assessment has been undertaken in support of the latest proposals. The Heritage Impact Statement concludes that the direct loss of fabric from the grade II listed building, , will result in the loss of some of its significance and will therefore cause a degree of harm which must be justified. Some degree of justification is provided in terms of condition, which is considered to have been diminished to a small extent through later alterations and lack of maintenance, however, in the main, justification is provided through a need to deliver a comprehensive masterplan generating necessary funding for physical improvements and new facilities for the campus.

The loss of any part of a listed building is regrettable but the justification for this loss, articulated through the revised Heritage Impact Statement, is now considered to be acceptable based upon the longer term benefits on offer to the most significant parts of this listed building.

Public Protection:

Received 24/08/2018.

No objection subject to conditions to secure a dust management scheme, protection of amenity from nuisance and noise level of any noise handling equipment.

Highway Authority:

Received 17/09/2018.

Access to the Campus was originally proposed to be restricted from the Plas Coch roundabout which would result in additional campus traffic having to utilise the Crispin Lane access or the modified Mold Road access, neither of which were considered would benefit from any increase in vehicular movements.

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The proposed 2 way access via Mold Road would need implementation of the extension of a splitter island across the access point, funding of a 'no u turn' traffic order, submission of further details for access, funding of a 'no right turn' traffic order.

Access via Crispin Lane to the north is already considered to be operating at full capacity. Access via Crispin Lane to the south has inadequate visibility in the south easterly direction.

Any Traffic Assessment would need to include a comprehensive analysis of the surrounding highway network.

Additional clarification required as to why there is no car parking management plan currently in place at the Campus. A Campus wide Travel Plan and Parking Management Plan required if the proposal is implemented. Condition to secure submission of a Construction and Traffic Management Plan.

Following receipt of the Highway Authority's comments above, additional information has been submitted by the agent and the Highway Authority has been re-consulted. Their most up to date comments are listed below.

Received 17/06/2019.

Access off Plas Coch Road

The updated Highways Statement indicates entry through the Plas Coch access will be controlled by a barrier or similar to allow access for legitimate users of the campus. It is not clear whether vehicles will still be allowed to exit via this route onto the Plas Coch Roundabout. Clarification of this is required. The potential emergency access onto the Tennis Centre access would be required to serve a shared footway/cycleway which could be extended through the site to provide access to the main campus.

Access off A541 Mold Road

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.

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The proposed 2 way access is not considered beneficial as vehicles previously entering the site coming from town via the Mold Road 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. Clarification required as to why the new access is required.

Should the proposed new 2 way access be supported, measures including extension of the splitter island across the access point (entry only) to prevent vehicles carrying out u-turns in this location, a 'no u turn' traffic order would be required along this section of Mold Road, submission of scheme for the access including design, construction, visibility splay, swept path analysis for larger vehicles, a 'no right turn' traffic order along this section of Mold Road is required to prevent vehicles travelling west along Mold Road turning into the proposed access.

Access off Crispin Lane

Existing visibility at the site access via Crispin Lane is currently impeded by parked vehicles in both directions. Consideration needs to be given to introducing double yellow lines along this section of Crispin Lane.

Access via Crispin Lane to the North

This section of the highway network is operating at capacity and would not benefit from any additional traffic movements.

Access via Crispin Lane to the South

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 be delivered in accordance with the previous planning consent. The university would pass the responsibility of providing the junction improvements at Crispin Lane to a future purchaser of the land. If the application is to be supported, given the proposed car park on the former MUGA is considered likely to result in significantly more vehicle movements along Crispin Lane, it would be considered essential for the junction improvements to be provided in advance of the proposed development.

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Parking Provision

Clarification required as to why there is no car parking management plan in place at the Campus currently and why the parking survey carried out in 2009 differs from the parking survey carried out as part of this application.

Proposed number of parking spaces is 882. Existing peak demand is 620, falling to 590 vehicles at mid-day. However any proposed additional parking in this area of the campus is likely to result in a significant increase in vehicular movements via Crispin Lane which would be considered unacceptable on the basis of the highway issues already raised. Consideration needs to be given to limiting traffic generation from the site on to the Crispin Lane access.

Conditions recommended to secure submission of a Construction and Traffic Management Plan.
Expired 21.09.2018.

Site Notice:

Press Notice:

Expired 22.09.2018.

Neighbours:

Representations received on the basis of the original consultation undertaken 10.08.2018.

1 no. representation received in support of the proposal. 3 no. representation received objecting to the proposal. Concerns raised include the extension is not in keeping with the main building and is unsympathetic, insufficient justification in support of the demolition of the Student Union building, demolition of the Engineering Building needs to be re-looked at, use of uPVC for windows should be omitted, reduction in car parking.

Representations received on the basis of the re-consultation undertaken 03.06.2019.

1 no. representation received objecting to the proposal. Concerns raised include increase in traffic and vehicles, adverse impact on highway safety.

SPECIAL CONSIDERATIONS:

Principle of Development:

Demolition of student union, refectory, existing engineering building and other redundant buildings

The student union and refectory are Grade II listed. They have been identified for demolition in order to facilitate the construction of the new learning gateway.

UDP Policy EC9 states that alterations or redevelopment to listed buildings must respect their setting and character. Demolition will not normally be allowed.

PPW states in paragraph 6.1.12 that *'demolition should be considered as exceptional and require the strongest justification'*.

The revised proposal has included submission of an updated Heritage Impact Assessment (HIA) which sets out the justification for the demolition of the Grade II listed buildings.

The Conservation Officer advises that whilst some degree of justification is provided in terms of the condition of the building, which is considered to have been diminished to a small extent through later alterations and lack of maintenance, in the main, justification is provided through a need to deliver a comprehensive masterplan generating necessary funding for physical improvements and new facilities for the campus.

The HIA states that through the loss of two parts of the listed building, which contain a minimal part of its significance, greater benefits can be delivered in securing the long-term preservation and refurbishment of the parts of the building which possess the greatest amount of significance.

Furthermore, the loss of any significance will also be offset through the addition of the new Learning Gateway building and associated landscaping works which is considered would enhance the setting of some of the most significant parts of the listed building through the removal of car parking and 1960's blocks, opening up views of the Quad to enable a better appreciation of key elevations of the main ranges and views of the clock tower, as well as creating a better relationship between the listed building and the library.

The loss of any part of a listed building is acknowledged to be regrettable, however the justification for this loss, articulated through the revised HIA, is now considered would be acceptable on the basis of the longer term benefits on offer to the most significant parts of this listed building.

The Conservation Officer in her original response, referred to the potential listing of the engineering building, given its architectural detailing. However, the building has not been listed during the course of the application and no comments have been made in the revised response, for the demolition of the building.

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Demolition of the other redundant buildings is considered to be acceptable in principle given they possess little architectural or historic merit.

On the basis of the above, the buildings identified for demolition are considered to be acceptable from a planning policy perspective and would comply with UDP Policy EC9 as well as national planning policy.

Construction of rear extension to form learning gateway, construction of new engineering building and construction of rear extension to sports hall

The application site is located within Wrexham Settlement Limit where the principle of development for extending existing buildings as well as for the construction of new buildings, is generally accepted.

Provided other associated material considerations are acceptable, there is a policy presumption in favour of these proposals.

Redevelopment of existing Multi Use Games Area (MUGA) to form new car park

The proposal would involve removal of the existing MUGA and its replacement with a new car park.

UDP Policy CLF1 states that *‘Development which adversely affects indoor or outdoor central multi-activity community and leisure facilities, particularly within settlement limits, will not be permitted.’*

The policy goes on to state that redevelopment of community facilities will be resisted, unless they are clearly redundant, badly located or create environmental damage. The enhancement of existing facilities with no adverse loss of provision locally may bring overall benefits.

The agent submitted a supplementary letter on 21st May 2019 outlining the justification for the closure and proposed removal of the MUGA.

The MUGA was shut in Winter 2018/2019 and is no longer in use.

Glyndwr University and the Football Association of Wales are jointly developing the new facilities at Colliers Park (approved under P/2018/0194 for *‘Alterations and extensions to existing facility to create National Football Development Centre (D2) and Educational Facility (D1) including replacement pitches and floodlighting and associated external works, external store and containers and access arrangements’*).

Under the usage agreement with the Football Association of Wales, Glyndwr University has priority access to use the new facilities at Colliers Park, which included provision of new, replacement pitches.

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Sport Wales have requested that the facilities at Colliers Park would be available to all existing users of the MUGA.

Irrespective of the outcome of this application, the University does not intend on forming a new MUGA on the campus, given this not required, as a result of the investment in the new facility at Colliers Park.

The approved application at Colliers Park is more modern and with more up to date facilities than the existing MUGA on the University Campus.

The agent confirms that there would be no lesser access than the existing, given the pitches would be available all day during term time.

The University could cease use of the MUGA at any point, without requiring planning permission, therefore preventing its use by third party bookings.

Any agreements between the University and third parties for use of the MUGA is outside the scope of the determination of this planning application and the concerns raised by Sport Wales are not considered to be significant enough to warrant further confirmation of how the closure of the MUGA would impact on third parties, or indeed, warrant refusal of the application on this basis.

On the basis of the above, whilst this proposal involves the loss of the existing MUGA, it is essentially being replaced with a more modern, up to date facility elsewhere within Glyndwr Universities estate. There is not therefore considered to be an adverse loss of provision and the proposal would be acceptable in principle, complying with UDP Policy CLF1.

Refurbishment of the social, learning and academic tuition space, and provision of new car parking, infrastructure, landscaping and public realm works

The refurbishment works would be secured by condition, as would submission of a comprehensive landscaping scheme.

Design and Layout:

Construction of rear extension to form learning gateway

On the basis of its siting to the rear of the University building and set-back off Mold Road, the proposed new Learning Gateway is not considered to adversely impact on the special architectural or historic interest of the listed building.

The extension is considered to be a contemporary addition to the main building, achieving a clear and distinct differentiation to the existing campus building, avoiding pastiche, whilst respecting the character and appearance of the existing building and surrounding campus.

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A condition to secure submission of all facing and roofing materials would be attached to any planning permission to ensure these are acceptable.

Construction of new engineering block

The Conservation Officer previously commented in her original response that the design concept of the engineering block needed to be strengthened throughout the proposals.

The engineering block remains the same design as originally submitted. In the case officers' opinion, the proposal to demolish the existing building and replace with a new, more modern building would not result in harm to visual amenities of the surrounding area or Campus.

Its siting directly opposite the Learning Gateway is considered would complement one another, as both are contemporary additions to the Campus which seek to reinforce the Universities growth and development aspirations.

Both the engineering block and Learning Gateway would be read in context with one another and are not considered to appear discordant or as piecemeal additions in this respect.

On the basis of the above, the design and layout of the Engineering Block is considered to be acceptable.

Construction of rear extension to sports hall

The extension would be sited to the rear of the building, carrying through the existing roof line, acting as a natural round off to the building.

Its scale is considered to be limited, not exceeding beyond the maximum height of the building, whilst only being visible from the street scene along Crispin Lane.

Materials would largely match the main building, integrating the extension with the existing.

Redevelopment of existing Multi Use Games Area (MUGA) to form new car park

The car park would not be dissimilar to the MUGA, in the context that its appearance is governed by its required functional purpose and use.

Proposed landscaping and retention of planting to the south of the car park would soften this part of the proposal and break up the hardstanding proposed.

Refurbishment of the social, learning and academic tuition space

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The refurbishment works would be secured by condition.

Provision of new car parking, infrastructure, landscaping and public realm works

The submitted Landscaping Plan and Landscaping Design Statement are considered to be well-thought out with reference to interesting hard and soft landscaping features, as well as achieving a legible complex with connectivity throughout.

Whilst this appears to be acceptable at this juncture, specific details such as precise surfacing, public realm art/furniture/features, number and type of planting etc would need to be secured by condition to ensure the proposed landscaping scheme is carried out and a maintenance plan achieved.

The overall redevelopment of the Campus is considered to be acceptable by virtue of its design and layout and would not adversely impact on visual amenities of the area or the Campus, complying with UDP Policy GDP1.

Residential Amenity: Public Protection raises no objection subject to conditions to secure submission of a Dust Management Scheme, limit on construction hours and a limit on the noise level of any noise handling equipment.

These conditions are not considered necessary given the issues can be covered under separate Public Protection legislation and no noise handling equipment is proposed as part of the overall scheme.

There are no existing residential properties nearby which would be adversely affected by the proposal in terms of overlooking, overshadowing or overbearing impacts.

Proposed lighting in key outdoor areas is considered appropriate to help to contribute towards achieving safe and inclusive places in and around the Campus.

Highway Safety: The Case Officer addresses the most recent response of the Highway Authority below.

Access off Plas Coch Road

Details of the proposed barrier function into the campus off Plas Coch Roundabout, including siting and means of operation would be secured by condition.

The emergency access falls outside the red edge of the application site and does not form part of this application.

Access off A541 Mold Road

The Highway Officer has not given any indication in his response as to what a 'significant increase in vehicle movements' entails and how many vehicles would have to be travelling westbound to result in a significant increase in vehicle movements at the B&Q roundabout.

The Highway Officer has also not given any indication as to what the highway safety issues are, as a result of vehicles having to travel through the B&Q roundabout during peak hours to access either the existing Plas Coch access or the proposed new Mold Road access.

It should also be noted that his comments relating to the above point are on the basis of vehicles travelling to the campus, westbound from town - it does not take into account staff/students travelling to the site by other means of transport i.e walking, cycling, by bus or by train, which is considered to be a legitimate option given the sites sustainable location within Wrexham Settlement Limit and within walking distance from the train and bus stations.

The Highway Officer has stated that should the 2 way access be supported, the four measures outlined in the consultation response would need to be implemented.

The Highway Officer has not recommended refusal on the basis of his comments received for this part of the scheme, therefore a condition would be attached to the decision notice to ensure that the works outlined above are carried out and completed prior to first use of the development.

Access off Crispin Lane

Access into the University off Crispin Lane is already existing and no alteration is proposed to this access.

Access via Crispin Lane to the North

There is no evidence to indicate that any more vehicles would be using the access via Crispin Lane to the north, than the current situation. The Highway Officer has not recommended refusal on this basis.

Access via Crispin Lane to the South

The submitted Transport Assessment and Addendum shows a scheme detailing the junction realignment. The works could occur within the land ownership of the university and within the highway boundary and effectively forms part of the application site.

As part of the application approved under P/2008/1296, a condition to improve the junction was attached to the decision notice. The principle of the junction re-alignment has therefore been previously accepted and there is no reason why a planning condition cannot be imposed requiring works to the junction realignment via a S.278 Agreement, to be carried out prior to first use of the development.

Parking Provision

The existing number of parking spaces on campus is 947. Proposed number of parking spaces is 882. However there is no car parking management plan/strategy in place at the campus currently.

A parking accumulation survey carried out in 2018 and submitted by the agent indicated that peak demand was recorded at 620, falling to 590 cars at mid-day. On this basis, the development would provide a surplus of 262 parking spaces.

Furthermore, a car parking management plan could be secured by condition.

A condition would also be attached to secure a construction phase car park management strategy to ensure that existing demand for staff and student car parking will be maintained during the construction phase of development.

On the basis that the proposed parking provision would be a surplus over recorded peak demand as well as the further controls that can be secured via condition, which are not currently in place at the campus, the proposed number of parking spaces are considered to be acceptable.

Ecology: On the basis that additional demolition would be required to facilitate the revised proposal, an updated Ecology Report was required to be submitted. NRW and Wrexham Ecology have both been consulted. NRW raise concerns with the application on the basis that further surveys are required to establish presence of bats within the additional buildings proposed for demolition. However, I am satisfied that this can be addressed through the imposition of an appropriate planning condition.

Trees: Tree Officer raises no objection subject to conditions to secure submission of an Arboricultural Method Statement and Supervision, landscaping scheme and details of planting pits.

Flood: Welsh Water raise no objection subject to a condition to secure means of foul, surface and land water drainage scheme prior to commencement of development.

Flood Officer raises no objection.

Conclusion: Overall, the proposals would significantly enhance and improve the visual appearance of the University's campus, whilst respecting the special architectural and historic interest of the Grade II listed buildings on site.

Associated impacts having regard to highway safety and ecology are considered would be acceptable provided a condition is secured.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) referenced:-

General

- 1:1250 Site Location Plan Rev P2
- 1:1000 Proposed Plas Coch Masterplan Rev P2
- 1:1000 Proposed Demolition Plan Rev P2
- 1:1000 Landscape Masterplan (Dwg No: 3060-103D)
- 1:200 Proposed Street Elevations Rev P1
- 1:200 Mold Road/Crispin Lane Junction Improvements Rev B

Learning Gateway Building

- 1:100 Proposed Front Elevation Rev A
- 1:100 Proposed Side Elevation East Rev A
- 1:100 Proposed Rear Elevation Rev A
- 1:100 Proposed Side Elevation West Rev A
- 1:200 Proposed Street Scene Elevations Rev A
- 1:100 Proposed Ground Floor Plan Rev A
- 1:100 Proposed First Floor Plan Rev A
- 1:100 Proposed Roof Plan Rev A
- 1:100 Proposed Long Section – 01 Rev A
- 1:100 Proposed Short Section – 02 Rev A

Engineering Building

- 1:100 Proposed Ground Floor Plan Rev P1 (Dwg No. AL-00-001)
- 1:100 Proposed First Floor Plan Rev P1 (Dwg No. AL-00-101)
- 1:100 Proposed Roof Plan Rev P1
- 1:100 Proposed Elevations (A + B) Rev P1
- 1:100 Proposed Elevations (C + D) Rev P1
- 1:100 Proposed Section Rev P1

Sports Hall

- 1:100 Proposed Elevations C + D Rev P1
- 1:100 Proposed Elevation B Rev P1
- 1:100 Proposed Ground, First and Roof Plans Rev P1
- 1:100 Proposed Elevations A + B Rev P2

3. No part of the development shall commence until a scheme for the comprehensive and integrated drainage of the site indicating how foul water, surface water and land drainage will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented in accordance with a timescale to be agreed as part of the submitted details and maintained thereafter.

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4. Prior to commencement of development, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Welsh Government.
5. No part of the development shall commence until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in strict accordance with the Method Statement as is approved. The Method Statement shall include the following:
 - a) A specification for tree protection fencing and ground protection measures that comply with British Standard 5837:2012;
 - b) A Tree Protection Plan showing the location of the trees to be removed and retained with their crown spreads, Root Protection Areas, Construction Exclusion Zones, and location of protective fencing and ground protection measures accurately plotted;
 - c) A full specification for any access, driveway, path, underground services or wall foundations within retained tree Root Protection Areas or Construction Exclusion Zone, including any related sections and method for avoiding damage to retained trees;
 - d) Details of general arboricultural matters including proposed practices with regards to cement mixing, material storage and fires;
 - e) Details of the frequency of supervisory visits and procedures for notifying the findings of such visits to the Local Planning Authority;
 - f) Method for protecting retained trees during demolition works;
 - g) Details of all proposed tree works, including felling and pruning.
6. No part of the development shall commence until full details for the arboricultural supervision of tree protection measures and any ground works within retained tree(s) Root Protection Areas, as specified by BS5837:2012 or as shown on a Tree Protection Plan have been submitted to and approved in writing by the Local Planning Authority. The supervisory works shall be carried out in strict accordance with the details as approved.
7. Prior to commencement of development, and notwithstanding the approved plans and details, full details, locations, product and installation specifications for the installation of all-purpose built tree pits and associated above ground features, as well as installation of below ground, load-bearing tree pits or root trenches, root barriers and irrigation systems, shall be submitted to and approved in writing by the Local Planning Authority.
8. Notwithstanding the approved Landscape Plan (Dwg No: 3060-103D) and Landscape Strategy (Ref: 3060 503B), no part of the development shall commence until full details of a hard and soft landscaping scheme together with a five year Maintenance Plan and timescale for implementation of works shall be submitted to and approved in writing by the Local Planning Authority.
9. The landscaping scheme submitted and approved in connection with condition no. 8 shall be fully implemented in all respects within the agreed timescale and in strict accordance with the approved scheme.
10. No part of the development shall commence until an external bat friendly lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented in accordance with the approved details prior to first use / occupation of the development.

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11. A compliance audit shall be carried out by a qualified ecologist, independently of the appointed principle ecologist, in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. A copy of the completed audit reports should be submitted to and approved in writing by the Local Planning Authority after each phase of development.
12. No part of the development shall commence until an updated Ecological Assessment as carried out by a qualified ecologist has been submitted to and approved in writing by the Local Planning Authority. The report shall include an Ecological Method Statement demonstrating / identifying any measures of protection / compensation / mitigation and demonstrate management in the short or long term. The recommendations as approved shall be implemented in strict accordance with timescales to be agreed before any part of the development commences on site.
13. The buildings identified for demolition on the approved 1:1000 Proposed Demolition Plan Rev P2, shall not be demolished until a copy of a contract for the carrying out of the works of redevelopment of the site has been submitted to and approved in writing by the Local Planning Authority.
14. No works shall commence until an appropriate photographic survey, equivalent to an English Heritage Level 1 study, of the existing building/s has been carried out in accordance with details to be submitted to, and approved by, the Local Planning Authority. The resulting digital photographs should be forwarded on a CD to the Local Planning Authority and the Development Control Archaeologist, Clwyd-Powys Archaeological Trust, 41 Broad Street, Welshpool, Powys, SY21 7RR. Email: markwalters@cpat.otg.uk Tel: 01938 553670. After approval by the Local Planning Authority, a copy of the photographs should also be sent to the Historic Environment Record Officer, Clwyd Powys Archaeological Trust for inclusion in the regional Historic Environment Record.
15. Prior to their use on the development samples of all external facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in strict accordance with such details as are approved.
16. Prior to installation, details of all door and window furniture shall be submitted to and approved in writing by the Local Planning Authority. The works shall only be carried out in strict accordance with such details as are approved.
17. Notwithstanding the approved plans, a plan of refurbishment works for the listed building shall be submitted to and approved in writing by the Local Planning Authority, within 12 months of the date of this permission. The submitted plan shall include a timescale for implementation of these works. The development shall be carried out in accordance with the approved details.
18. Notwithstanding the approved 1:200 Mold Road/Crispin Lane Junction Arrangements Rev B plan, a scheme detailing the construction of the following shall be submitted to and approved in writing by the Local Planning Authority:
 - 1) Detailed layout, design, drainage, construction and visibility splays of the proposed junction realignment at Mold Road/Crispin LaneThe approved scheme shall be fully implemented prior to first use of the development.

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19. Prior to commencement of development, a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan shall demonstrate how existing demand for student and staff car parking will be maintained during the construction phase of development, as well as demonstrate a long term management strategy for vehicular parking at the Plas Coch Campus as well as university wide. The development shall be carried out in accordance with the approved details.

20. The development shall not be brought into use until the car park identified on the 1:1250 Location Plan (received 14/06/2019) is completed and fully operational.

21. Notwithstanding the approved plans, no part of the development shall commence until a scheme detailing the construction of the two way access into the Campus via Mold Road as shown on approved plan 1:1000 Proposed Plas Coch Masterplan Rev P2, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- 1) Detailed layout, design, visibility splays and construction of the proposed new access
- 2) Extension of splitter island across existing entry only access point
- 3) Details of a 'no u turn' and 'no right turn' traffic order along this section of Mold Road

The scheme as is approved shall be fully implemented prior to first use of the development hereby approved.

22. The existing entry only access point into the Campus via Mold Road, shall be permanently shut, prior to first use of the development hereby approved.

23. Notwithstanding the approved plans, no part of the development shall commence until a scheme detailing means of controlling entry and exit into and out of the Campus via the Plas Coch access have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to first use of the development hereby approved.

24. Prior to commencement of development, and/or any works of demolition, including any works of site clearance, an updated bat survey (no older than 6 months) shall be submitted to and approved in writing by the Local Planning Authority. If bats are found to be active on the site, the report shall provide details of a suitable mitigation strategy and determine whether a development licence is required. Thereafter, the development shall be carried out in accordance with the approved details.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To define the scope of the planning permission.
3. To ensure that effective drainage facilities are provided for the proposed development, and that no adverse impact occurs to the environment or the existing public sewerage system in accordance with Policies GDP1 and EC13 of the Wrexham Unitary Development Plan.
4. To maintain the safety and free flow of trunk road traffic

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5. To ensure the work is carried out to accepted arboricultural practices for the long term wellbeing of the tree(s) in accordance with Policies GDP1, PS2 and EC4 of the Wrexham Unitary Development Plan.
6. To ensure the work is carried out to accepted arboricultural practices for the long term wellbeing of the tree(s) in accordance with Policies GDP1, PS2 and EC4 of the Wrexham Unitary Development Plan.
7. In the interest of facilitating sustainable and long term landscaping within the site.
8. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
9. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area.
10. To protect bats which would otherwise be damaged by the development hereby permitted in accordance with Policies GDP1 and EC6 of the Wrexham Unitary Development Plan.
11. In order to protect wildlife interests, which are afforded special protection in accordance with Policies GDP1 and EC6 of the Wrexham Unitary Development Plan.
12. To protect named species / habitats / biodiversity which would otherwise be damaged / lost by the development hereby permitted in accordance with Policies GDP1 and EC6 of the Wrexham Unitary Development Plan.
13. To ensure that redevelopment of the site takes place immediately following demolition of the existing building, thereby ensuring that an unattractive gap does not exist in the street scene to the detriment of the character and appearance of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
14. To provide for a record of a building or buildings of local architectural or historic interest in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
15. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
16. To ensure the works reflect the character and appearance of the building in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
17. To ensure the works reflect the character and appearance of the building in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
18. In the interests of highway safety and in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
19. To provide for the parking and turning of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan
20. To provide for the parking and turning of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan

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21. In the interests of highway safety and in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
22. In the interests of highway safety and in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
23. In the interests of highway safety and in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
24. To protect bats which would otherwise be damaged by the development hereby permitted in accordance with Policies GDP1 and EC6 of the Wrexham Unitary Development Plan.

NOTE(S) TO APPLICANT

The scheme of arboricultural supervision required in connection with condition no. 6 above shall make provision for a pre-commencement site meeting between the Local Planning Authority's Arboriculturist, the Developer/ Applicant/ Agent and their appointed Arboricultural Supervisor to agree matters of detail. It shall specify the frequency of arboricultural monitoring and reporting to the Local Planning Authority on the status of all tree protection measures throughout the course of the development and make provision for the submission and approval of a satisfactory arboricultural completion statement

The scheme of landscaping referred to in the above conditions shall include any changes to ground levels (shown by existing and proposed contours/levels) and any existing vegetation (showing that to be retained) and proposed planting. In addition, any of the following which apply to the particular site must be included:-
means of enclosure, car parking layout, access and circulation areas, materials for hard surfaced areas, any minor structures (e.g. refuse stores, lamp columns, play equipment) location of services, and any historic landscape features to be retained/improved.
