

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

APPLICATION NO:
P/2018 /0671

LOCATION:
GLYNDWR UNIVERSITY PLAS
COCH ROAD WREXHAM
LL11 2AW

DATE RECEIVED:
10/08/2018

COMMUNITY:
Rhosddu

DESCRIPTION:
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

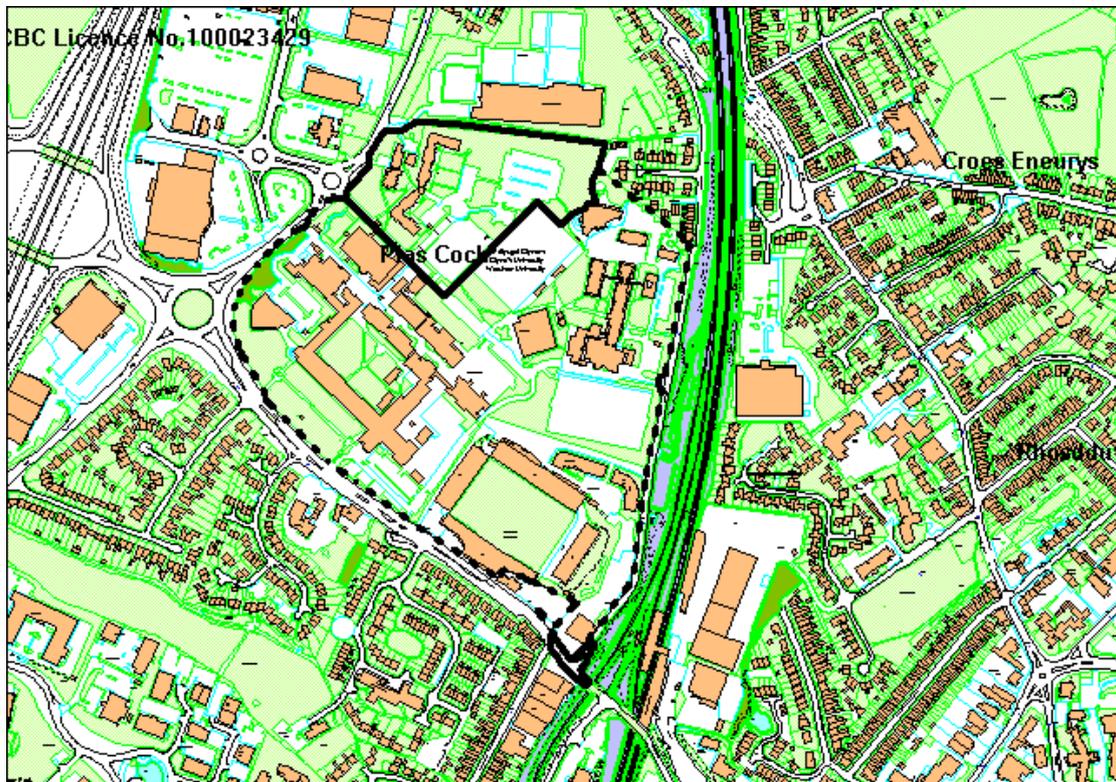
CASE OFFICER:
PF

WARD:
Grosvenor

AGENT NAME:
NARVO ASSET
MANAGEMENT
MR ANDREW SMITH

APPLICANT(S) NAME:
GLYNDWR UNIVERSITY

THE SITE



PROPOSAL

Planning permission is sought in outline for residential development of up to 410 residential units. All detailed matters are resolved for further approval apart from access which is sought at this outline stage.

A more detailed plan of the proposed development site is shown below:



HISTORY

Most relevant – post 1996

CB00100 – Provision of temporary car parking area. Granted 10.05.1996

P/2004/1429 – Floodlit artificial turf pitch. Withdrawn

P/2009/1000 – Erection of replacement nursery/education facility (centre for the child). Granted 01.02.2010

P/2010/0536 – Construction of new car park. Granted 08.12.2010

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P/2013/0189 – Removal of condition no 3 of planning permission P/2010/0536 to allow use of car park without construction of hub development. Disposed of.

PLANNING POLICY

The site is located entirely within the Wrexham town settlement limit. Polices PS1, PS2, PS3, PS4, GDP1, GDP2, EC4, EC13, H2, H7, CLF5 and T8 are relevant. Guidance is also contained in Local Planning Guidance Notes 16 – Parking Standards, 17 – Trees and Development, 27 - Education Contributions, 28 - Affordable Housing and 30 - Residential Design Guide.

Welsh Government policy and Guidance is contained in Planning Policy Wales (Edition 10) and Technical Advice Note 5 – Nature Conservation and Planning, 12 – Design and 18 – Transport.

APPLICANT SUBMISSION

This planning application forms part of a package submitted to facilitate a strategy called Campus 2025 Estates and Learning Environment Strategy which is now being pursued by Glyndwr University. Campus 2025 has assessed the University's existing estate and is based upon a recently undertaken extensive package of surveys of building condition, space utilisation, future academic requirements etc. The conclusion of this exercise is that the University's Estate does not fulfil the principles and objectives of Glyndwr University and therefore needs a significant package of investment and redevelopment for the University to sustain a viable position within the higher education sector.

Campus 2025 is a package of planning applications, which enables the ambitions of Campus 2025 to be realised. The applications are all linked through the pressing economic, social and environmental case for Glyndwr University to improve its overall estate. Once the development identified within Campus 2025 is delivered, then this will bring substantial benefits:

- a) in the delivery of academic courses at Glyndwr University;
- b) in the student accommodation offering within Wrexham and significant knock-on benefits to the town from a sustained and increased student population;
- c) in the sale of land assets which are not required by Glyndwr University and can make a more positive contribution via residential development to meet Wrexham's housing need;
- d) By enabling Glyndwr University to continue to attract new students and sustain a viable position in the higher education sector;
- e) ultimately via the retention of Glyndwr University, with its significant contribution of jobs, investment and profile within the Wrexham economy.

The package consists of a suite of submissions which cover a significant remodelling to the main Glyndwr Campus to create an improved learning gateway, along with significant improvements to the Regent Street Art college building to include the provision of student accommodation. To facilitate these on campus developments, the university is seeking to maximise the value of its property portfolio by obtaining

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planning consents for their development to feed these capital receipts back into the campus developments.

CONSULTATIONS

Community Council:

Following a reconsultation on the submission of an updated Traffic Report, the Community Council confirmed its position. An objection is maintained that the proposal will generate an increase in traffic flows on roads surrounding the university on a network that cannot accommodate it. The application should be refused if the road capacity cannot be increased to accommodate the development.

Adjacent Community Council:

Offa Community Council. Has offered the following comments:

1. The main concern due to the size of the development is for the traffic issues which will arise on Mold Road, Crispin Lane and Plas Coch Road. At the Mold Road exit traffic will be prohibited from turning right which will place more pressure on the Central Retail Park gyratory system. A redesign is required possible by using land on the former Dickens garage site so that vehicles can also turn right;
2. The proposal is for 410 apartments, but for fewer car parking spaces. There is a need for at least 1 space to be provided for each unit, and more for the 2 bed units. The additional vehicles generated from a development of this size and the loss of current parking provision will negatively impact on Mold Rd area residential areas. Travel plans are needed with consideration given to a residents parking scheme; and
3. The impact of all the traffic generated by this large development on the already congested roundabout leading to Sainsbury's and Homebase needs to be addressed.

Local Member:

Requests that the application is presented to the Planning Committee.

Adjacent Local Member:

The following comments have been received:

- One solution for reducing future urban sprawl is to seek higher density residential development in town-centre locations which are deemed sustainable i.e. that such developments will benefit from better access to public transport and to amenities thereby reducing our personal reliance on the motor vehicle. For this reason this outline planning application ought to be welcomed.

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- However for towns the size of Wrexham there has to be a recognition that public transport to local work destinations is less than ideal and as such future occupants will be reliant on the use of cars until such time there is a cultural change to the use of privately owned vehicles in the UK. The applicant acknowledges this point by way of providing parking spaces rather than none at all.
- As such a concern I wish to register is there needs to be the provision of one designated car-parking space per flat, thereby avoiding tensions between occupants created by visitor cars forcing residents to park elsewhere, which inevitably will include nearby residential side-streets. There was clearly an identified over concentration of car movements at peak-times at the Plas Coch roundabout, duly exasperated by the proposed housing development, which initially was to be addressed by vehicles being denied access to the University campus from this entrance.
- The decision now to use the Plas Coch roundabout entrance to serve both the campus and the housing development, along with the on campus parking spaces located nearer to Crispin Lane, I suggest demands a significant improvement to the Crispin Lane/Mold Rd junction.
- The improvement at this junction should involve the provision of separate lanes for vehicles exiting left and right as well as a lane for vehicles entering Crispin Lane. If the existing traffic-lights serving the Premier Inn are timed to turn red at peak times this will ease access for vehicles entering Mold Rd from Crispin Lane.
- This improvement to the road network will encourage vehicles to depart the campus via Crispin Lane, rather than via the Plas Coch roundabout, thereby compensating for the additional vehicle journeys the housing development will generate at the later road junction.
- The improved Crispin Lane junction will also serve vehicle movements created by a future redevelopment of the KOP end of the Racecourse stadium and the land to the rear of it.
- Having spent the last week holidaying with my two very young grand-daughters my mind has focused on the need for certain

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sacrifices to be made by the current generation to ensure we can ensure a future for those that will follow us. If that means being stuck in a traffic queue at peak-times for longer, then surely that is a small price we ought to pay.

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| Site notices: | Expired 14.09.2018 |
| Press notice: | Expired 22.09.2018 |
| Public Protection: | No objection. Conditions and informatives should be imposed to protect the amenity of the nearby sensitive occupiers. |
| Highways: | The application cannot be supported as the proposed development will result in increase congestion at the nearby B&Q / Berse Road roundabout . The proposal will result in a 44% shortfall in parking provision in accordance with LPG16 Parking Standards which is unacceptable. |
| WCBC Lead Local Flood Authority Officer: | No objection. Whilst there are areas at risk from localised surface water flooding the submitted flood risk and drainage strategy indicates that SuDS measures could be employed on the site. A requirement for a pre-commencement comprehensive drainage scheme should be imposed as a planning condition. |
| WCBC Education: | On the assumption that any accommodation would be 2 or more bedrooms, a contribution would be required for primary education infrastructure but not for secondary provision. |
| Welsh Water: | Welsh Water are unable to asses impact upon foul water flows without knowing the number of bedrooms in the existing student accommodation, therefore existing discharge rates for the foul system. Welsh Water would expect the developer to demonstrate that all other forms of surface water disposal had been explored prior tot accepting flows into the existing sewer network. |
| NRW: | No objection. Conditions should be imposed for the protection of European Protected Species. In this instance this relates to the presence of bats within the existing buildings to be demolished. |
| Welsh Government Trunk Road Agency: | Directs that a condition be imposed on any grant of planning permission requiring the submission of a Construction Traffic Management Plan in order to maintain the safety and free flow of trunk road traffic. |
| Neighbouring occupiers: | 12 neighbouring occupiers notified. 3 responses received raising the following points. - The proposal will result in the loss of a quality hockey pitch which has been used by a local club for a period of 18 years. The |

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university's replacement facility is not considered suitable for the club's needs and were this to be accepted it could result in the loss of facility for a successful team which has produced a number of high profile players in the past;

- With the government's concerns about obesity and people's mental health it would be a shame to lose an area that provides a way to improve people's health and well being. This would be not just for the local area but the students attending the University itself as they would lose an area to play their sport;
- Reassurances are sought that this application will result in the building of a spectator stand at the Kop End of the Racecourse ground with minimum requirements for 5000 spectators; and
- Previous applications on the campus made provision for this via a unilateral undertaking. As this application concerns the same area then this should be treated in the same way, which will benefit all users of the site.

SPECIAL CONSIDERATIONS

Policy: The site is located within the Wrexham Town settlement limit. In accordance with policies PS1 and H2 of the Wrexham UDP, the development of the site for residential purposes is acceptable in principle, subject to compliance with the council's general development principles (GDP1) and other site specific policies which may be applicable.

The site is currently occupied by student accommodation blocks and car parking areas which are associated with the university campus. It is understood that these buildings largely remain vacant because their condition precludes their safe occupation by paying students. The cost of repair and modernisation goes well beyond their value and it is now deemed that the Wrexham Glyndwr University's student accommodation requirements can be met elsewhere through private provision, their acquisition of the Wrexham Student Village and its unbuilt potential and newly proposed accommodation at the Regent Street Art College campus (P/2018/0672 and P/2018/0668 on this agenda refers).

For clarity, contrary to representations made, there is sports pitch with in the application site. Reference made to the loss of a sports facility is likely to be related to the planning application for the learning gateway (P/2018/0666 refers).

Design: The proposal represents a departure from the typical form of new residential development in Wrexham town centre. Whilst in outline with matters of scale, layout and appearance reserved for further approval, the applicant's indicative masterplan shows the intention to develop the site with a high density scheme of up to 410 flats in 8 blocks of between 4 and 5 storeys. For the benefit of Members, the indicative site layout plan in shown below.

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I have no objection to the form of development shown. Whilst it would represent a significant addition in floor area at building heights not typically seen in the context of an enclosed comprehensive development, I have no reason to believe that the scheme could not assimilate into the townscape.

Whilst the appearance of the buildings are not known at the stage, architectural vernacular lends itself to various options for the site. The site is located in close proximity to a retail park where the facing materials are modern and utilitarian. The relationship with the campus buildings itself, consisting of a mixture of glazing, brick and metal framing further widens the options for a more contemporary design solution. On this basis, I have no reason to believe that the site could not be developed in a positive manner, including a number of design solutions which either seeks to make an architectural statement in this location or assimilate modestly into the existing built form of the town centre. The desired heights of the buildings need not result in concern.

It should be noted that the university campus building itself is Grade II listed. The development site is located at the most northerly part of the site with intervening buildings between the development and the primary listed building. Therefore the development will not be seen within the immediate context of the listed building and I am satisfied that the impact upon the setting will not be significant. In this regard, I am satisfied that the development will comply with policies GDP1 and EC9 of the UDP.

Highways:

Access

Approval of the means of access to the site is sought at this outline stage. The intention is to provide an access onto an existing carriageway that forms an internal circulation road which forms a junction arm with the Plas Coch retail park

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roundabout. Detail of this access is included in the Traffic Assessment (TA). In conjunction with the proposed Campus 2025 redevelopment scheme (P/2018/0666 refers), contrary to the original submission, the intention is to retain this access for university staff/student traffic as well as the proposed residential traffic. No residential traffic is intended to be permitted into the university campus itself. A parking restriction is intended to be imposed to manage the university's own car park for the purposes of serving staff and students through a car parking management plan. A condition will be imposed on any approval to ensure that this plan is prepared and implemented prior to the first use of the development. The indicative layout plan shows a secondary access which currently exists on to the Tennis Centre access. No specific detail of this access is shown in the TA, but this is likely to be utilised for the purpose of emergency access. Again, a condition will restrict its use for this purpose.

Traffic generation and parking

The applicant's submissions suggest that the proposed development will not have a significant impact upon the A541 Mold Road / Plas Coch roundabout. Highways have questioned this conclusion, questioning the appropriateness of the TRICs figures which have been utilised to inform the TA, stating that they appear low for a private residential estate. It has also questioned the survey figures for the queuing traffic at the Berse Road approach to the roundabout at peak hours.

I do not dispute the fact that the A541 Mold Road / Plas Coch roundabout becomes congested at peak hours. It is a key part of the highway network on the main route into the town centre from the A483 trunk road. That said, whilst there is no disputing the fact that the additional development will result in additional vehicle movements on to the highway network, there is no information before me to suggest that the nature of the proposed development will adversely impact upon the operational safety of the roundabout. Simply observing congestion, and concluding that a development will add to that congestion is not, in planning terms, sufficient reason to withhold a planning permission.

Highways have also raised concern that the development has under provided for car parking provision to an unacceptable level. Based on LPG 16 requirements, the proposed development would require a **maximum** of 714 parking spaces based on the indicative development mix. The applicant has shown an indicative level of 401 spaces which equates to 0.97 spaces per unit – a 44% shortfall. Members are reminded that the standards quoted in in LPG16 are maximum standards. They are not intended to be used as a starting point or a minimum level of parking provision.

The development site is located within the town centre in a highly sustainable location. It is within reasonable walking distance to the both town centre railway stations and the bus station. It is also located within reasonable walking distance of the town centre and a range of retailing options as well as access to key employment opportunities within Wrexham i.e. hospital, Wrexham Tech Park and the Wrexham Industrial Estate.

PPW notes that 'car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place. A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and

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the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.'

LPG16 also recognises the spirit of the policy contained in PPW. Where developments are close to local services and facilities and/or are in areas where people are able to walk or cycle to them or travel to them easily by public transport, it may be appropriate for less on site parking to be provided than for developments in remoter areas. In areas where people can easily travel to sites by means other than by car, reducing the amount of space dedicated to car parking could allow land to be used more efficiently by enabling a higher density development or to provide landscaping to enhance the appearance of an area.

In view of the Welsh Government's desires to promote a higher standard of development and to reduce reliance upon car usage, I can see no reason why this development should represent a need to provide a high level of car parking provision. This would apply with its own transport hierarchy which seeks to promote walking and cycling over the use of the car. Members are reminded that this scheme is in outline – whilst the layout is reserved for further approval, this near one space per unit is considered perfectly adequate in a town centre location. Firstly, this would account for the likelihood that not all occupiers are likely to own a vehicle, but also that these additional unoccupied spaces would act as an offset for those householders that perhaps have more than one vehicle.

In addition to the matter of parking demand and traffic generation, the site currently has a lawful use for the purposes of student accommodation. At present, the blocks to be removed account for 267 bed spaces. Rigidly applying the council's LPG16 maximum standards would mean that 134 parking spaces would be required with associated in and out traffic movements at the Plas Coch roundabout. It is important to consider that the current planning application is not introducing a wholly new development on undeveloped land. There is a current lawful use with its own traffic generation which must be considered when making a judgement on the likely impact upon the local highway network and parking demand.

I am satisfied that the proposal can occur without causing detriment to highway safety. I have no evidence before me to suggest that the development will result in a significant level of traffic movements that would hinder the safe movement of traffic on the nearby highway network. I am also satisfied that given the sustainable location, there can be a safe assumption that not all occupiers will rely on car ownership. This will naturally result in a reduced perceived number of vehicles access or leaving the site at peak hours and will not have a significant impact upon off site on street parking congestion. There are no sound reasons in planning terms to refuse this proposal on the grounds of highways safety.

Drainage:

Foul

Welsh Water have confirmed that they are unable to assess the impact of the development upon existing foul water infrastructure without knowing the number of bedrooms in the existing student accommodation.

I have sought to clarify this matter with the applicant and will report the findings of the information and nay recommendation of Welsh Water by way of the addendum report.

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Surface water

The submitted Drainage Strategy gives a high level summary of what SuDS techniques may be suitable for the proposed development but does not provide any further detail. It would appear the intention is to discharge surface waters generated by the site to the public surface water sewer. The intention would always be to encourage alternative means of managing and disposing of surface waters prior to discharge to the surface water sewers to reduce pressure on the existing sewer and surface water networks. Welsh Water as sewerage undertaker would ultimately need to approve any discharge to this surface water sewer.

The council's LLFA officer has requested that a condition be included to ensure appropriate consideration is given to all sustainable drainage options prior to discharge to the public sewer. This would ultimately form part of an approval process with Welsh Water and the council's LLFA officer.

Ecology: The council's ecologist and NRW are satisfied that the surveying carried out has adequately demonstrated that the demolition of the buildings will not adversely impact upon bat populations in the locality. There are measures outlined in the submitted reports which identify measures which should be implemented during the demolition phase of the development and as part of the overall design phase of the scheme. On this basis I have no reason to believe that the proposal will be detrimental to protected species and their habitats.

The proposal will afford the opportunity to protect existing trees on the site of particular amenity merit. This would form part of the approval of layout and landscaping. Suitable conditions can be imposed to ensure trees of amenity value are protected and form part of a high quality development which accords with policies GDP1 and EC4 of the UDP.

Other matters: The developer has not provided any information to suggest that the financial viability of the site will negate the need to make the normal policy provision for affordable housing and open space provision. WCBC Education have not objected to the proposal and have confirmed that a contribution will be required to offset a shortfall in primary education infrastructure in the locality. These matters are secured through a planning obligation associated with any approval.

The development would normally require the provision of open space on the site in accordance with LPG10 requirements. Given the number of units to be provided and the scale of the site it would be inappropriate to demand a maximum on site provision of 0.4ha per 50 dwellings. This would be a significant proportion of the site and would compromise the quality and viability of the scheme. In addition, the character of the development comprising wholly of flats in an urban area, would not necessarily lend itself to a typical layout of open space provision. The likely layout of the site in blocks would lend itself better to the use of more formal separation areas providing the green spaces.

In view of this, the reserved matters application will ensure that adequate landscaping areas can be implemented as part of the overall design, including a condition requirements for an equipped play area. To offset the under provision of open space on site or play equipment, I would suggest that a financial contribution be negotiated to improve play provision elsewhere in close proximity to the site. This would form part of a planning obligation. This approach would be wholly consistent with other similar developments in the town centre.

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Conclusion: The proposal represents a residential development in a sustainable location and form which would be assimilate well in a town centre location. It also forms part of a comprehensive redevelopment scheme for the university campus which would seek to secure its long term viability. The reuse of the land for this purpose would correspond with the Welsh Government's aims of redeveloping previously developed land in the most sustainable locations.

Whilst it is accepted that the increase in density of the site will inevitably result in some increase in traffic movements, I am not convinced that this will result in a detriment to highway safety, but more of an issue for minor inconvenience which will only occur in Wrexham regardless of this proposal as a result of natural population and development growth.

I therefore recommend accordingly.

RECOMMENDATION A

That the Council enters into an obligation under Section 106 of the Town and Country Planning Act requiring the following:

- The formation of a Management Company for the future maintenance by the applicant of all communal areas including driveways, parking areas, hard and soft landscaping, trees and planted features;
- A mechanism for an off site financial contribution in lieu of on site open space;
- Affordable Housing provision across the development in accordance with Local Planning Guidance No 28
- A contribution towards a shortfall in primary education infrastructure provision.

RECOMMENDATION B

That if the Obligation pursuant to Section 106 of the Town and Country Planning Act, as detailed above, is not completed within six months of the date of this Committee resolution, the Chief Officer Planning & Regulatory is given delegated authority to REFUSE planning permission for the following reasons:

- Lack of appropriate open space provision and Management Company;
- Lack of appropriate open space provision on site and provision off site;
- Lack of Affordable Housing provision across the development in accordance Local Planning Guidance No 28.
- Lack of contribution towards a shortfall in primary education infrastructure provision.

RECOMMENDATION C

Subject to the completion of the Section 106 Obligation, planning permission be GRANTED subject to the following conditions:

CONDITION(S)

1. Approval of the following details shall be obtained from the Local Planning Authority before any part of the development is commenced:
 - a. the layout of the building(s)
 - b. the scale of the building(s)

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c. the appearance of the building(s)

d. the landscaping of the site

2. Plans and particulars of the reserved matters referred to in condition 1 (above) shall be submitted in writing to the Local Planning Authority before the expiry of three years from the date of this permission. The development shall only be carried out in strict conformity with such details as are approved.

3. The development hereby approved shall be commenced before the expiry of five years from the date of this permission or before the expiry of two years from the date of approval of the last of the reserved matters required to be approved, whichever is the later.

4. The vehicular access to the site shall be implemented in accordance with the detail shown in approved plan AL-00-002 Rev P1.

5. All works in relation to the implementation of this permission, including deliveries to and / or leaving the site, shall be undertaken only between the hours of 7.30 and 18.00 Monday to Friday, and 08.00 to 14.00 on a Saturday, and at no time on a Sunday or a Bank Holiday unless the prior written approval of the Local Planning Authority has been obtained.

6. No part of the development shall commence until a noise survey in order to determine noise levels for both day and night has been carried out, and a detailed report of the survey findings together with a detailed scheme of noise attenuation and/or noise insulation measures has been submitted to and approved in writing by the Local Planning Authority. The measures as are approved shall be fully implemented prior to the first occupation / use of the development.

7. No part of the development shall commence until an appropriate Dust Management Scheme has been submitted to and approved in writing by the Local Planning Authority. The dust mitigation measures as are approved shall be fully implemented for the entire duration of the construction phase.

8. No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

9. Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

10. No part of the development hereby approved shall commence until a Car Parking Management Plan relating to the Wrexham Glyndwr University Plas Coch Campus has been submitted to and approved in writing by the local planning authority. The plan shall be implemented prior to the first occupation of the development hereby approved.

11. Prior to the first occupation of any part of the development hereby approved, carriageway alignment improvements shall be implemented at the junction of Crispin Lane and Mold Road in accordance with a scheme which has been submitted to and approved in writing by the local planning authority.

12. Prior to the installation of any external lighting (including street lighting) a light spillage assessment shall be submitted to and approved in writing by

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the local planning authority. Any external lighting shall be only be carried out in accordance with the provisions of the Institution of Lighting Professionals and Bat Conservation Trust: Guidance Note 08/18: Bats and Artificial Lighting in the UK and the results and recommendations of the resulting assessment.

13. The development shall be carried out in accordance with the reasonable avoidance measures set out in the approved Bat Assessment Report of RPS reference no. ECO00246.

14. No development shall commence until a scheme of mitigation and compensation measures relating to Bats, in line with the recommendations set out in the approved approved Bat Assessment Report of RPS reference no. ECO00246 has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved scheme.

15. Prior to the first occupation of the development, an Ecological Compliance Audit shall be submitted to and approved in writing by the local planning authority. The audit shall provide confirmation that all measures as required by condition no 13 have been implemented.

16. 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.

17. 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.

18. No part of the development shall commence until a scheme for the comprehensive and integrated drainage of the site indicating provision for foul water, surface water and land drainage has been submitted to and approved in writing by the Local Planning Authority. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of Sustainable urban Drainage Systems (SuDS) in

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accordance with the principles of sustainable drainage systems set out in Technical Advice Note 15: Development and Flood Risk, and demonstrating compliance with the Sustainable Drainage Systems Standards for Wales. The results of the assessment shall be submitted in writing to the Local Planning Authority. Where a SuDS scheme is to be implemented, the submitted details shall:

- i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of receiving ground water and/or surface waters;
- ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and,
- iii) Provide a timescale for implementation, management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

19. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN 2 or any future guidance that replaces it. The scheme shall include:

- i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 25% of housing units;
- ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
- iii) the arrangements for the transfer of the affordable housing to an affordable housing provider;
- iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

20. The development shall be limited to 410 units of accommodation.

21. No vehicular access, except for emergency service vehicle provision, shall be made from the existing access to the North Wales Tennis Centre.

22. As part of the detail reserved by condition no. 1 of this planning permission, provision shall be made for an area on site no smaller than 0.1ha for the purposes of providing an equipped play area. The play area shall be installed in accordance with a timescale to be agreed as part of the approved scheme.

REASON(S)

1. To comply with the provisions of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012
2. To comply with Section 92 of the Town and Country Planning Act, 1990.

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3. To comply with Section 92 of the Town and Country Planning Act, 1990.
4. In order to define the terms of the planning permission and to ensure a safe means of access to the site in accordance with policy GDP1 of the Wrexham Unitary Development Plan.
5. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
6. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
7. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
8. In the interests of highway safety and in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
9. To ensure that adequate visibility is provided at the proposed point of access to the highway in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
10. In the interests of highway safety, ensuring that the university campus car parking provision is maintained for the purposes of the use of the site as an education establishment. This would ensure that the development accords with policy GDP1 of the Wrexham Unitary Development Plan.
11. In the interests of highway safety and to ensure compliance with policy GDP1 of the Wrexham Unitary Development Plan.
12. In order to ensure that the development will not cause harm to species which are protected through the planning system.
13. In order to ensure that the development will not cause harm to species which are protected through the planning system.
14. In order to ensure that the development will not cause harm to species which are protected through the planning system.
15. In order to ensure that the development will not cause harm to species which are protected through the planning system.
16. 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.
17. 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.
18. To ensure satisfactory drainage of the site and to avoid flooding in accordance with Policies GDP1 and EC13 of the Wrexham Unitary Development Plan.
19. In order to ensure that the development provides for an adequate mix of housing type and tenure you cater for the needs of the locality and to ensure compliance with policy H7 of the Wrexham Unitary Development Plan.
20. In order to establish the parameters of the development.
21. In order that a safe form of access to the site is maintained to ensure the free flow of traffic in accordance with policy GDP1 of the Wrexham Unitary Development Plan.

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22. In order to ensure that an adequate provision for outdoor space and play equipment is provided in the interests of the future occupiers of the site and to ensure compliance with policy CLF4 of the Wrexham Unitary Development Plan.
