

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

APPLICATION NO:
P/2018 /0672

LOCATION:
LAND WEST OF CRISPIN LANE
WREXHAM
LL11 2HT

DATE RECEIVED:
10/08/2018

COMMUNITY:
Rhosddu

DESCRIPTION:
OUTLINE APPLICATION FOR
STUDENT ACCOMMODATION
FACILITY OF UP TO 197 BED
SPACES, PARKING AND
LANDSCAPING

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 the residential development of the site for the purposes of providing student accommodation of up to 197 bedrooms with associated hardstanding and parking facilities. All detailed matters are reserved for further approval.

HISTORY

CB00002 – Remodelling of existing stands, new stands with associated retail development, office development, replacement public house, hotel development and leisure development, bingo hall, cinema, ten pin bowling alley and swimming pool, multi storey car park, formation of new vehicular access and closure of existing accesses including built development exceeding 20m in height. Withdrawn

P/2006/0443 – Outline application for demolition of existing east stand and existing car showroom to facilitate a mixed use development comprising private residential apartments, student accommodation units, retail, site for new stand and associated works. Granted 05.06.2006

P/2007/0125 – Submission of reserved matters pursuant to outline planning permission ref no. P/2006/0443 providing for a mixed use development comprising private residential apartments, student accommodation units, retail, site for new stand and associated works. Pending

P/2008/0164 – Change of wording of condition no 15 of planning permission P/2006/0443 to state the following: no part of the development (except for the proposed student accommodation) shall be occupied until traffic signals have been installed and are operational at Crispin Lane/Maesgwyn Road/Mold Road junction and these co-ordinated with the signs at Mold Road/Regent Street. Pending.

P/2008/1296 – Erection of 521 student bedroom development/construction in two blocks, together with access road, parking and landscaping. Granted 06.04.2009

Neighbouring site

P/2018/1295 – outline application for erection of student bedroom development and access road, parking and landscaping and development east of stand/multi function arena. Granted 06.04.2009

PLANNING POLICY

The site is located within a defined settlement limit. Policies PS1, PS2, PS3, PS4, GDP1, GDP2, H2 and T8 are relevant. Guidance is also contained in Local Planning Guidance Notes 16 – Parking Standards.

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.

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

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

CONSULTATIONS

Community Council (Offa):	This seems to be in line with the original approved Wrexham Village proposals. However the impact of traffic generated on the Crispin Lane junction needs to be addressed – there is a need for the junction to be realigned and improved in line with previous proposals, and for the “no left turn” proposal to be avoided so as not to have an adverse impact on the road system within the town.
Local Member:	Requested that the application be referred to the Planning Committee for determination.
Site notice:	Expired 14.09.2019
Press notice:	Expired 22.09.2019
Public Protection:	No objection. Requests conditions and informatives in relation to noise impact and amenity nuisance and a ground contamination investigation.
Highways:	The following concerns are raised: <ul style="list-style-type: none">• Access onto Mold Road from Crispin Lane is poor and junction improvement required by the previous planning permission have not been implemented;• It is assumed that the level of proposed parking provision will be in line with the

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

	design shown on the extant planning permission;
	<ul style="list-style-type: none">• Campus wide parking provision – the recently undertaken parking survey (2018) varies from the one undertaken in 2009. No parking management plan is on place for the campus which was required by a previous consent for the Creative Industries Building in 2010.
WCBC LLFA 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.
Welsh Water:	No objection. A planning condition should be imposed to approve further detail of the proposed drainage design to ensure that all sustainable means of surface water disposal are considered prior to reliance upon the existing sewer network.
NRW:	No objection. A condition requiring the submission of a Bio-security Risk Assessment will be required.
Welsh Government Trunk Road Agency:	No direction issued.
Neighbouring occupiers:	4 neighbouring occupiers notified. One representation received raising the following points of support: <ul style="list-style-type: none">• The site is close to the University campus;• It forms a natural extension of the existing Wrexham Village student accommodation which apart from the change in design does in essence replicate an earlier approved planning consent;• Reduces the need to convert nearby residential terraced dwellings for use as student HMOs; and• Does not hinder access to any future development of the KOP end of the Racecourse stadium.

SPECIAL CONSIDERATIONS

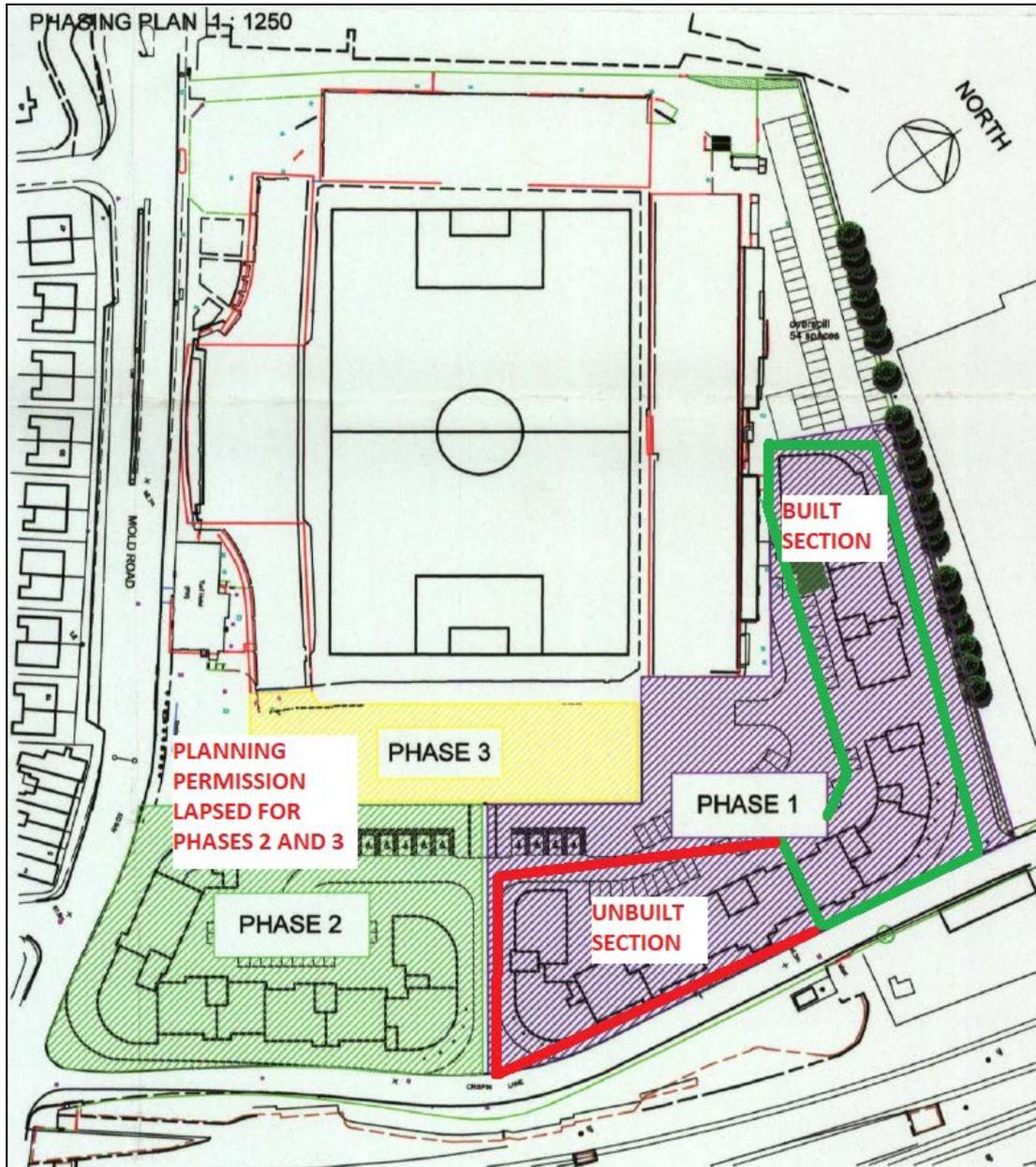
Background: Planning permission was granted in 2008 in various phases for the comprehensive redevelopment of the land to the southern (KOP end) of the Racecourse Ground. A combination of a full planning application covering ‘phase 1’ of the development and an outline application covering phases 2 and 3 were also granted. Phase 3 included the redevelopment of the KOP end of the football ground.

Whilst all planning applications were granted, no reserved matters application was submitted to satisfy the requirements of the outline planning permission. This

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

effectively means that no planning permission is in place for the land immediately south west of the Racecourse ground for the anticipated phase 2 and 3 works.

The implemented planning permission for the proposed 521 student flats is in two blocks. The development was not completed in its entirety and out of the entire scheme, approximately 320 flats have been built. This effectively means that a further 200 flats can be built out without any restriction on their completion date. This is shown in the annotated plan below:



The planning application now before Members seeks outline planning permission for student accommodation on the unbuilt section for 197 student flats.

Policy: The application site is located wholly in the defined settlement limit of Wrexham. It does not have any specific site allocation in the Wrexham UDP and no proposed allocation in the emerging LDP. The principle of the development for the purposes of student accommodation has been established and planning consent

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

remains in place for the density of development at the same scale. The proposal would accord with policies PS1 and GDP1 of the Wrexham UDP.

Design: All detailed matters are reserved for further approval. An indicative site plan has been provided which details the anticipated position of the new building block with access being made via the existing car park which serves the existing building. The building height parameter plan indicates that a building would be provided at an equivalent height to the existing block. I am satisfied that the proposed development would effectively result in a scheme equivalent to the extant planning permission and matters of suitable design can be considered at any subsequent reserved matters stage.

The impact upon the setting of the Grade II listed Wrexham General Station has effectively been established by the approval of the extant 2008 planning permission. At that time it was considered that because of the distance and the change in character and land levels between the two areas, the principle of a high rise development would not be objectionable. The proposals were considered to enhance the appearance of this part of the town centre, particularly on approach by rail. I have no reason to doubt this assessment in consideration of this new planning application. I am satisfied that the proposal will accord with policy EC9 of the Wrexham UDP.

Highways:

Access

As means of access is reserved for further approval, no specific design has been presented. In reality, access to the development will occur via the existing car park for the built out block. I have no objection to this. The indicative layout plan shows a logical site layout with movements around the site consistent with the extant planning permission.

Traffic generation

Matters of traffic generation, whilst a material planning consideration, are to some extent inconsequential. The site can be built out without any further control of the local planning authority to a density marginally higher than that now sought. However, Highways have raised valid points in relation to mitigation measures that were required as part of the 2008 permission which do not appear to have been complied with.

The additional traffic generation from the development and its impact upon the junction with Crispin Lane and Mold Road was considered serious enough to warrant junction improvements. These were required to be carried out prior to the occupation of the development. These works were not carried out and it is considered that the timescale for the enforcement of this condition has now expired. I am satisfied that sufficient justification exists in this instance to re-impose this condition. As part of the learning gateway application (P/2018/0666 refers), the applicant has provided a Traffic Assessment (TA). Within this TA, a scheme detailing this junction realignment is shown which would improve visibility. The works could occur within the land ownership of the university and within the highway boundary and effectively forms part of this planning application site. I see no reason why a planning condition cannot be imposed requiring these works to be carried out prior to the first occupation of the development. These works would result in a significant improvement not only for the safety of resulting occupiers of the development, but also existing highway users that encounter visibility difficulties at this junction at present.

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

Parking

The indicative site layout shows an intention to provide onsite parking provision. The extant planning permission was determined on the basis of a relaxed parking standard. Current LPG16 figures require a maximum of one space per 2 bed spaces in student accommodation. I do not consider it appropriate to entertain full parking provision on this site. The site is in a highly sustainable location within no more than a 5 minute walk from the railway station, 10 minutes to the bus station and also within walking distance to the town centre facilities. Given that the units are solely for the use of students, I see no reason why any occupier should, or would desire to have a motor vehicle during their occupancy.

In PPW the Welsh Government require local planning authorities to give serious consideration to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. A sustainable transport hierarchy has been adopted into PPW at para. 4.1.11. It prioritises walking, cycling and public transport ahead of the private motor vehicles.

The built out development so far has provided approximately 24 spaces within an internal courtyard. The proposal seeks to lay the site out retaining this parking area and providing additional spaces. Student accommodation, because of the character of its users are generally car free, or almost car free developments. In comparison to other student accommodation developments in other parts of the country, I am satisfied that the existing facility in addition to the proposed parking areas will adequately cater for its parking demand and any perceived displacement of the end users of the site onto existing residential streets is unfounded. For this reason I would not wish to entertain refusal of this planning application on the basis of traffic generation and parking demand. Coupled with this is the fact that this proposal, to all intents and purposes, already has planning permission in different form, but with the same likely traffic impact.

Drainage: 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. Welsh Water concur with the view of the council's LLFA officer with regards surface water. No objections are raised in relation to the foul water discharges from the site.

Other matters: The proposed development would involve no demolition and the site in its current state and local context has little habitat value. There are no trees on the site. Landscaping is a reserved matter and any subsequent submissions will include the developer's intentions for hard and soft landscaping.

Conclusion: The principle of residential development has already been accepted on this site. The proposed scheme represents an opportunity to continue the regeneration of the southern end of Crispin Lane. The proposal accords with planning policy at a local and national level. The proposal also forms part of a wider strategy, aiming to release funds to enable the university to make significant investment in its own campus to secure its long term future. In this regard I am satisfied that the planning application should be approved and I recommend accordingly.

RECOMMENDATION: That permission be GRANTED

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)
 - c. the appearance of the building(s)
 - d. the means of access to the site and building(s)
 - e. 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 development hereby approved shall only be occupied by students in full time education and shall be limited to 197 bed spaces.
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 a Bio-Security Risk Assessment has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with any recommendations that may be forthcoming within the approved assessment.
8. 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 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

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

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.

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.
 3. To comply with Section 92 of the Town and Country Planning Act, 1990.
 4. To define the terms of the planning permission and to ensure that the development has been assessed adequately in terms of the impact upon the local highway infrastructure and parking provision. This will accord with the requirements of policies GDP1 and T8.
 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. In order to ensure that the development will not cause harm to species which are protected through the planning system.
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