

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

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 my 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:

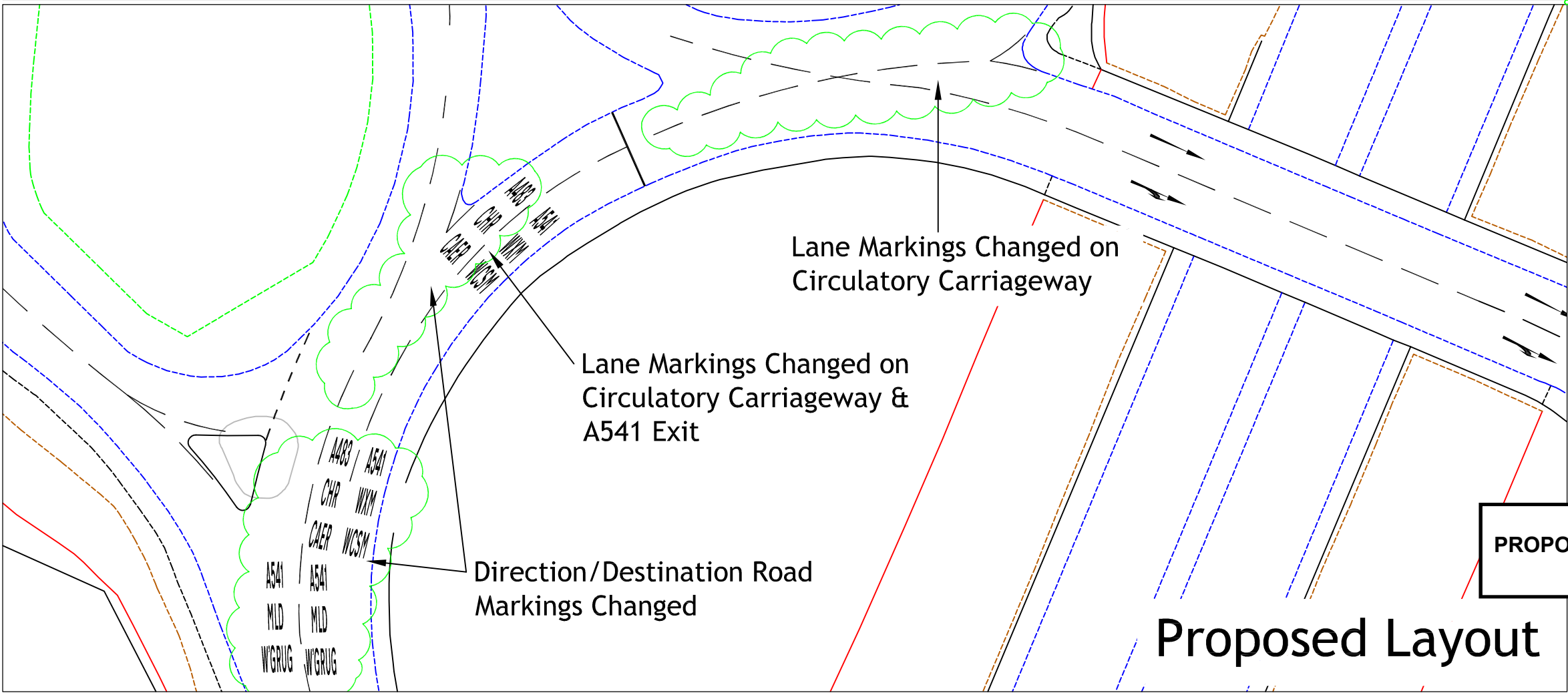
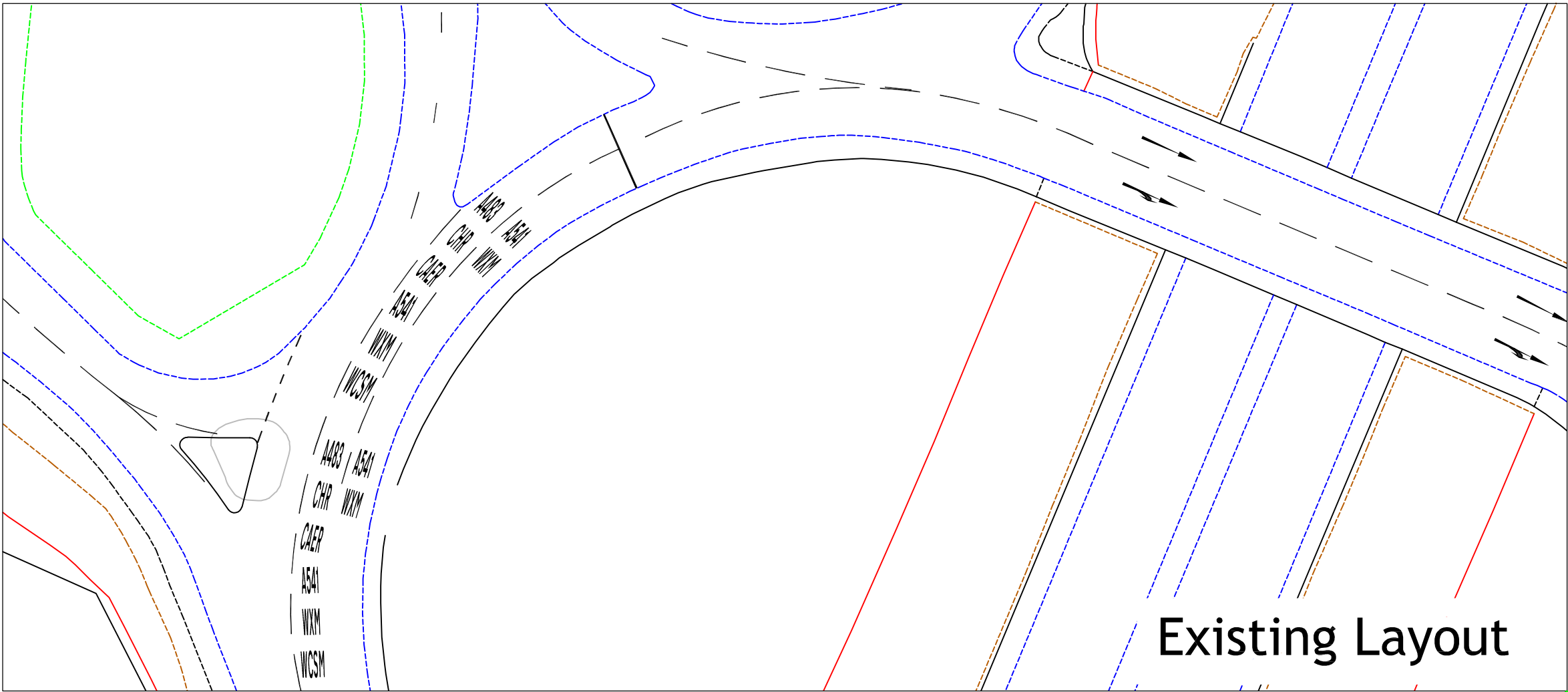
- Lack of appropriate open space provision and Management Company;
- Lack of appropriate open space provision on site and provision off site;
- Lack of Affordable Housing provision across the development in accordance Local Planning Guidance No 28.
- Lack of contribution towards a shortfall in primary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



Revision:
A -

NOTES:

Lane markings changed as follows:

- Two exit lanes enabled from circulatory carriageway to A541 Mold Rd (N) northbound exit
- Nearside circulating lane past A541 Mold Rd (N) changed to restrict exit to A483 northbound only, with offside lane for all other destinations
- Carriageway directional/destination text changed to reflect above changes to lane markings

Client:

Russell Homes Ltd.

Project:

Proposed Residential Development
Mold Rd/Stansty Chain Rd, Wrexham

Drawing Title:

Proposed Stage 1 Mitigation Works at A483 J5
Comprising Changes to Carriageway Markings
Sheet 1 of 2

Drawing Number:

J000069-SK006-1

Revision:

-

Date:

19.08.19

Scale:

1:500 @ A3

Drawn By:

MH

Checked By:

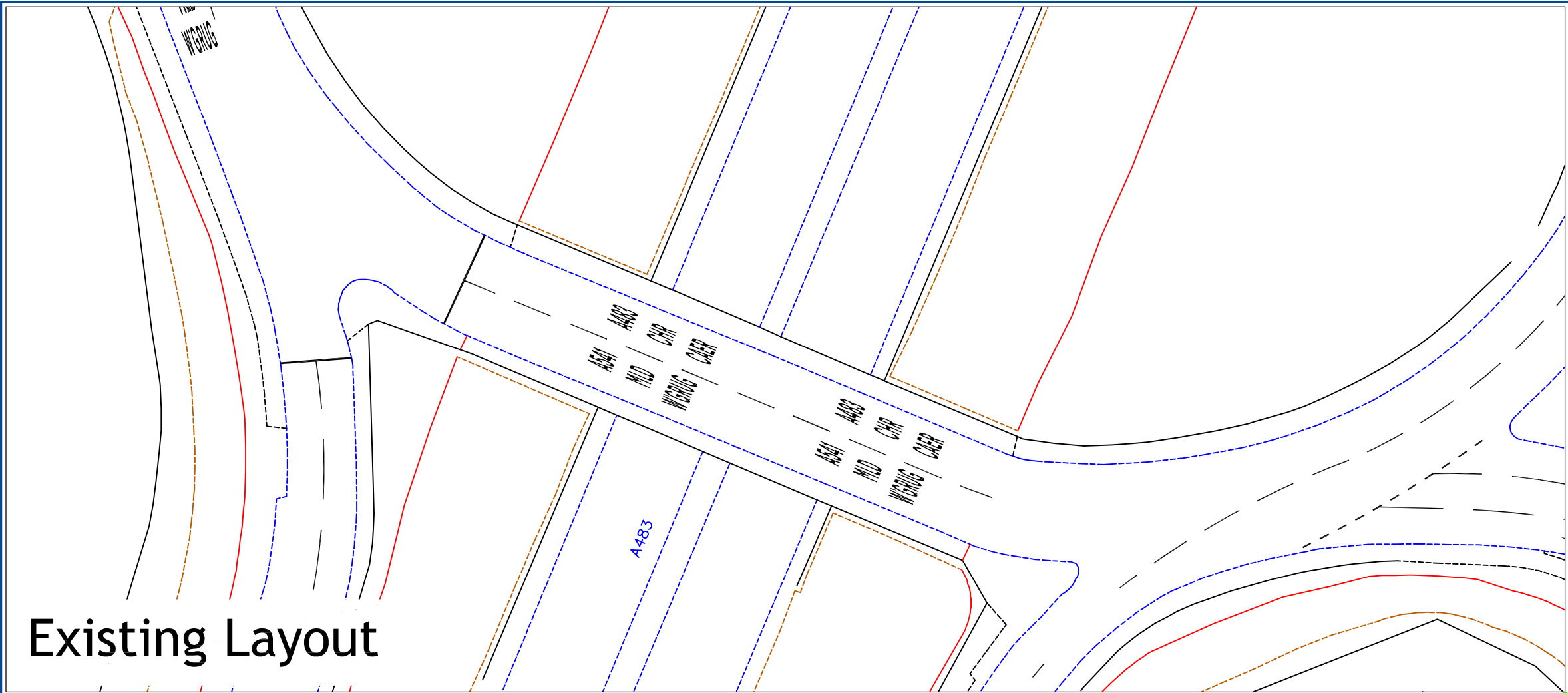
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Status:

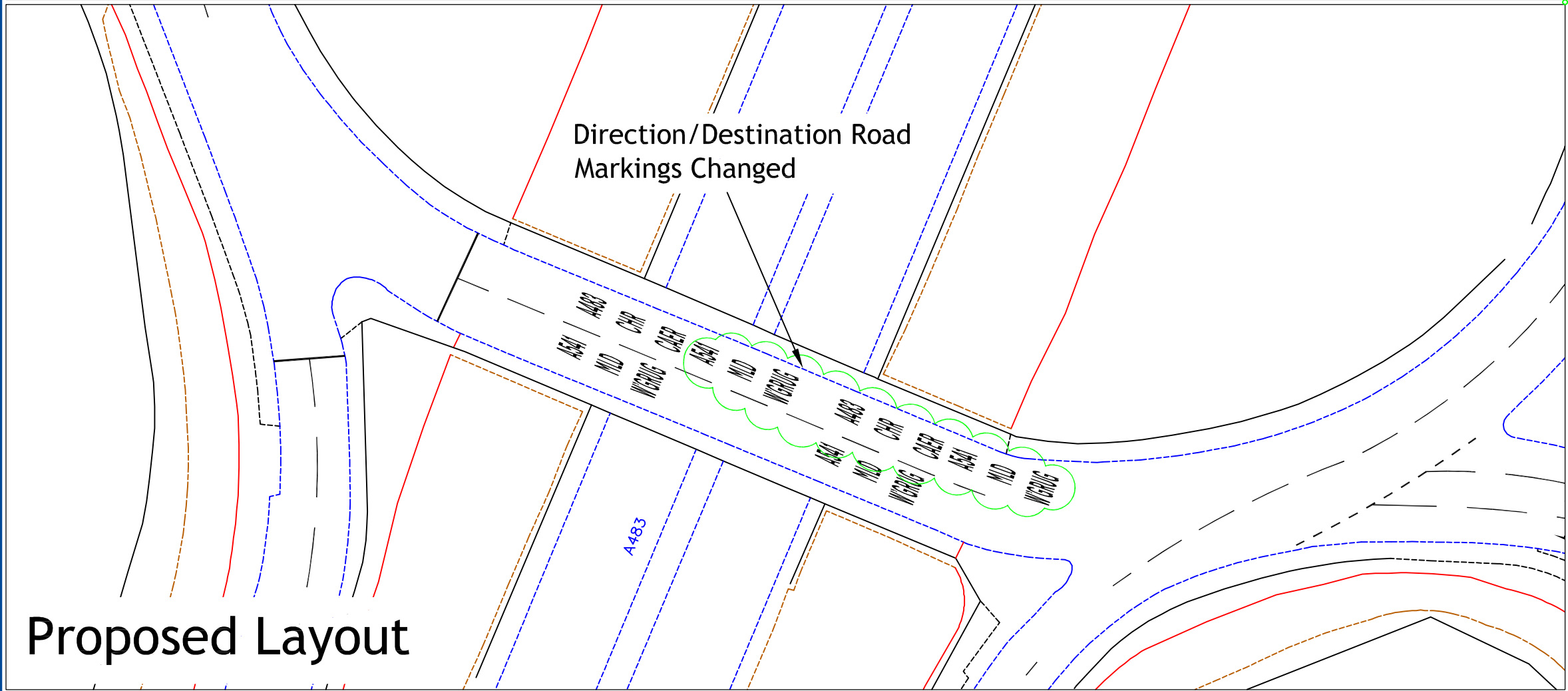
Information

**APPENDIX 5.3
PROPOSED HIGHWAY IMPROVEMENTS
A483 ROUNDABOUT**

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Existing Layout



Proposed Layout

Revision:	
A	-

- NOTES:
- Lane markings changed as follows:
- Two exit lanes enabled from circulatory carriageway to A541 Mold Rd (N) northbound exit
 - Nearside circulating lane past A541 Mold Rd (N) changed to restrict exit to A483 northbound only, with offside lane for all other destinations
 - Carriageway directional/destination text changed to reflect above changes to lane markings

Client:	Russell Homes Ltd.		
Project:	Proposed Residential Development Mold Rd/Stansty Chain Rd, Wrexham		
Drawing Title:	Proposed Stage 1 Mitigation Works at A483 J5 Comprising Changes to Carriageway Markings Sheet 2 of 2		
Drawing Number:	J000069-SK006-2	Revision:	-
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Drawn By:	MH	Checked By:	MH
Status:	Information		

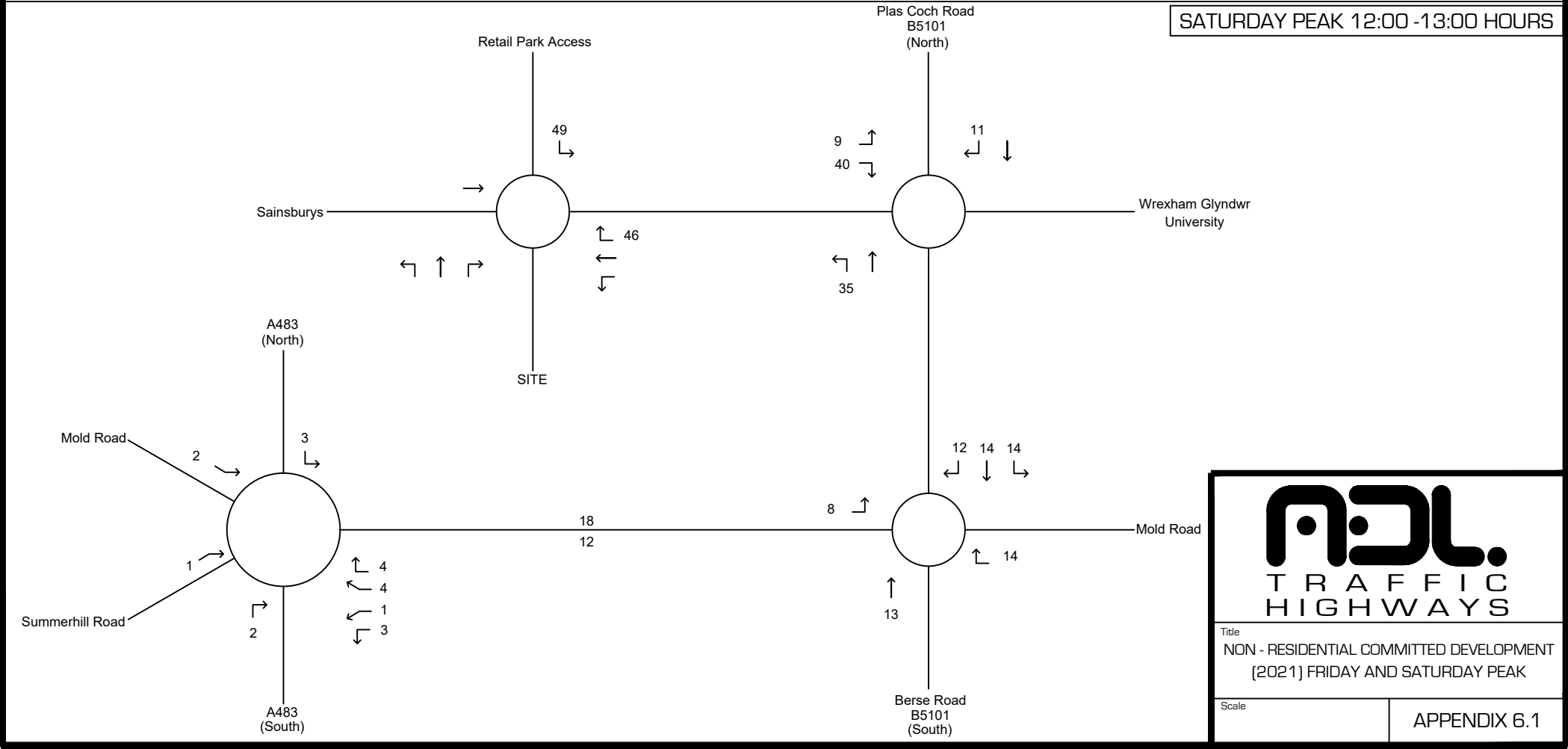
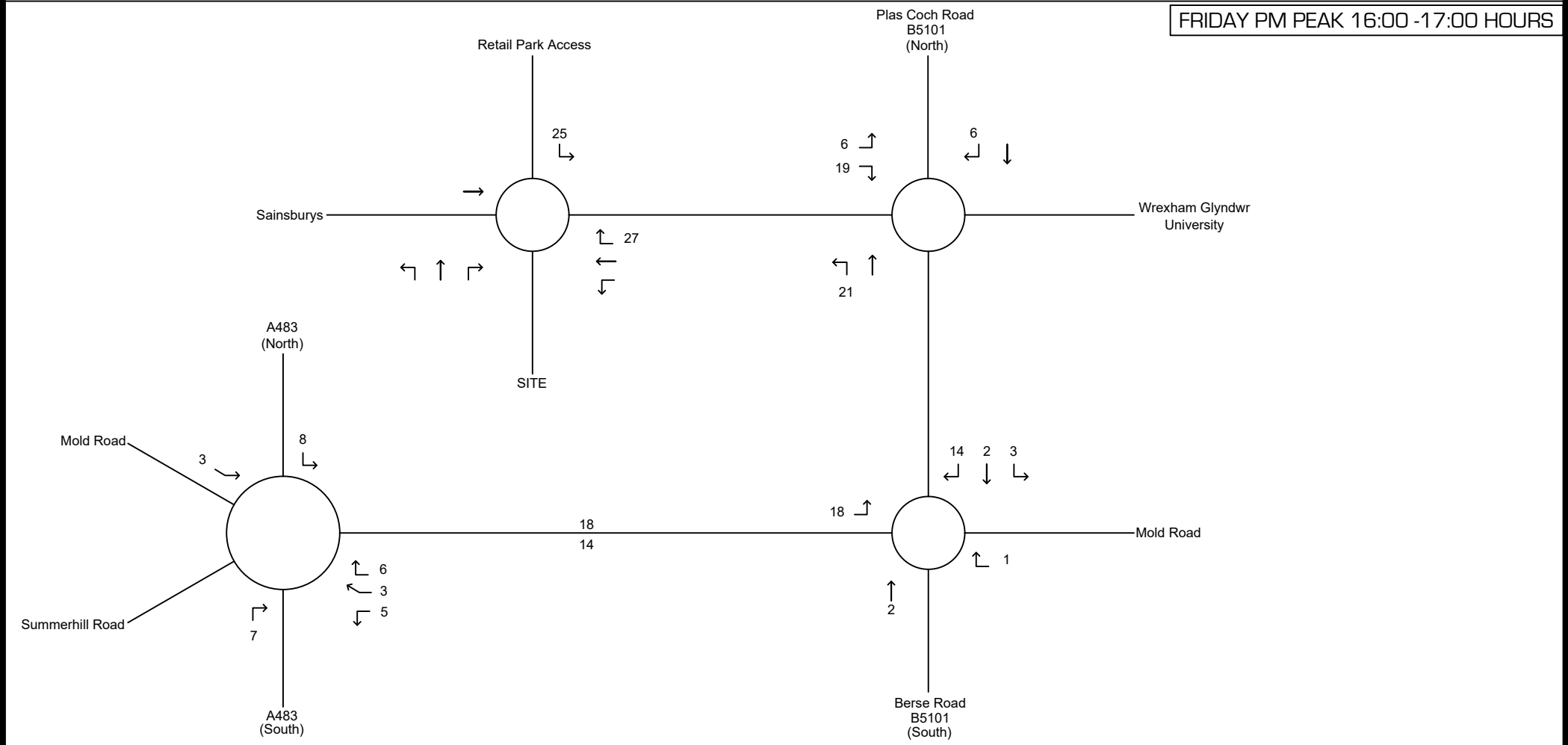
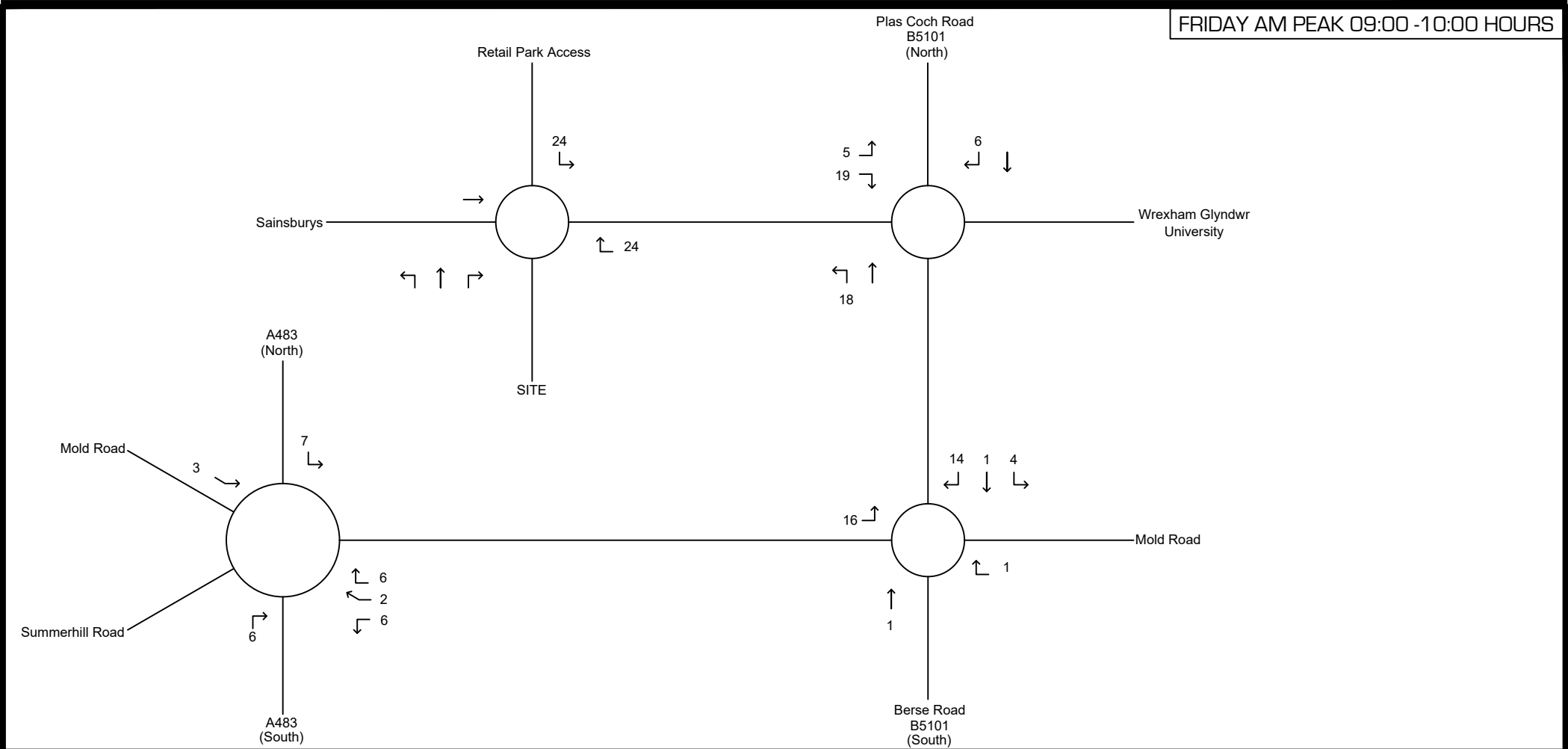
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DO NOT SCALE - Follow any figured dimensions.

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COMMITTED DEVELOPMENT FLOWS

- 6.1 Non-Residential Committed Development (2021)
- 6.2 All Committed Development (2036)



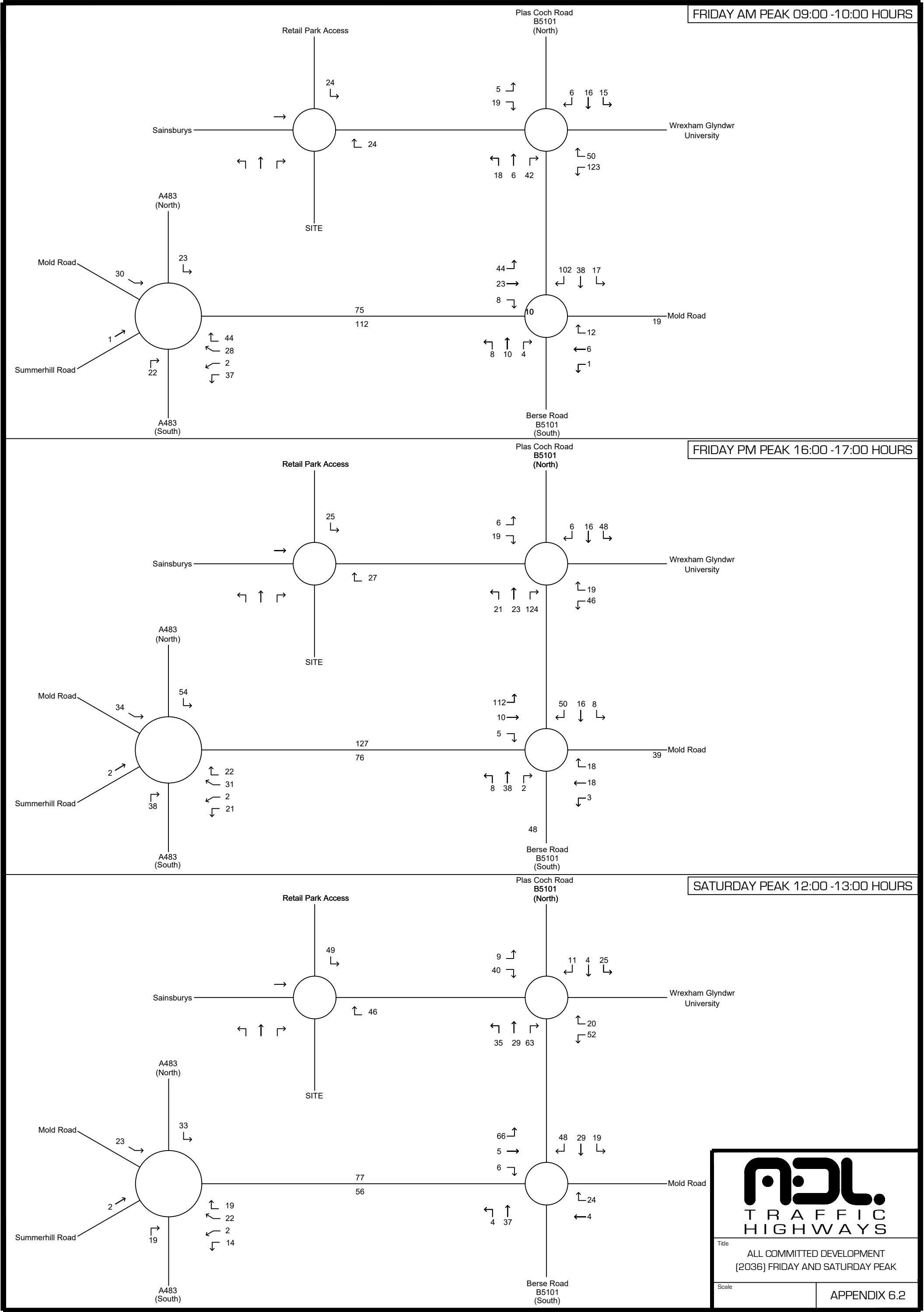
NBL.
TRAFFIC
HIGHWAYS

Title

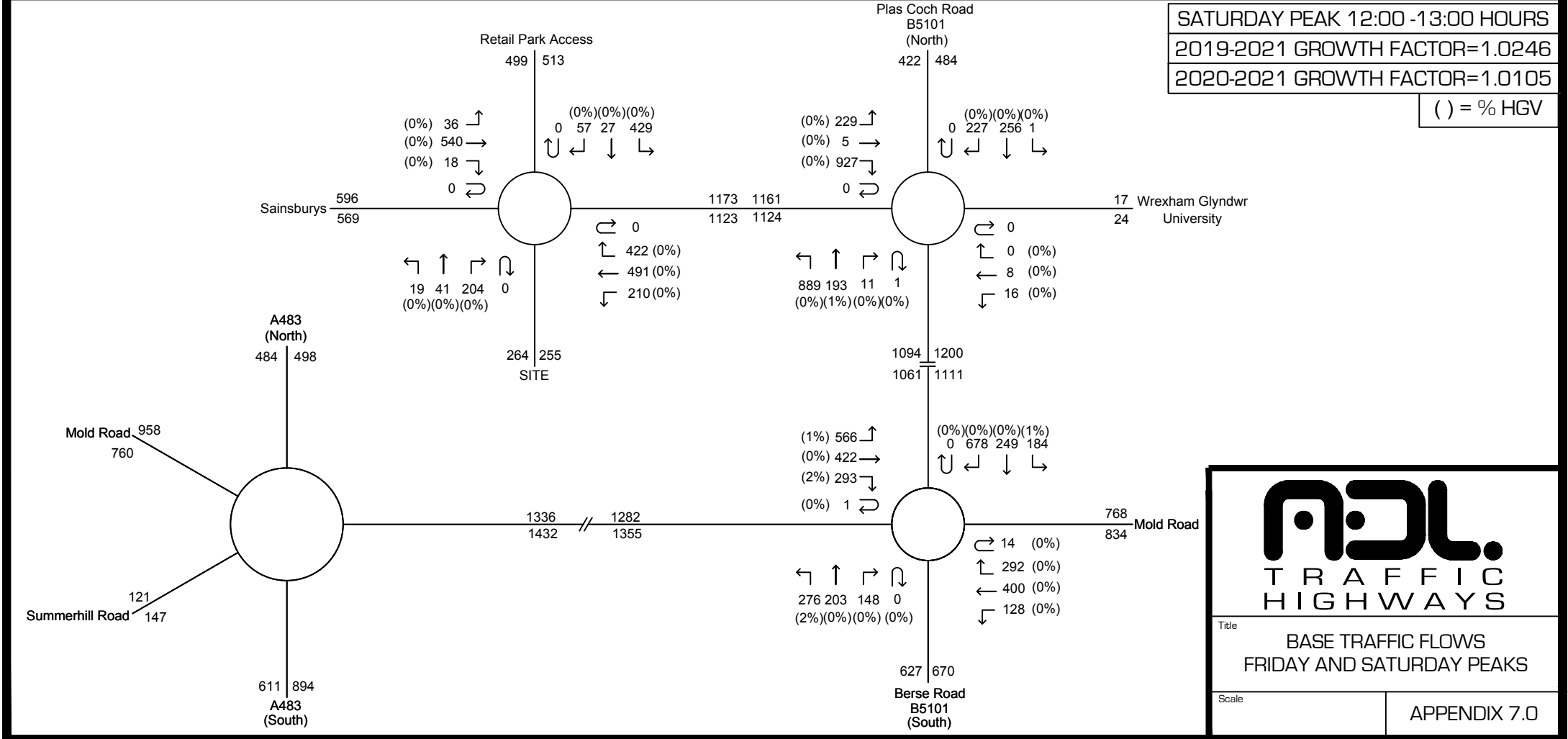
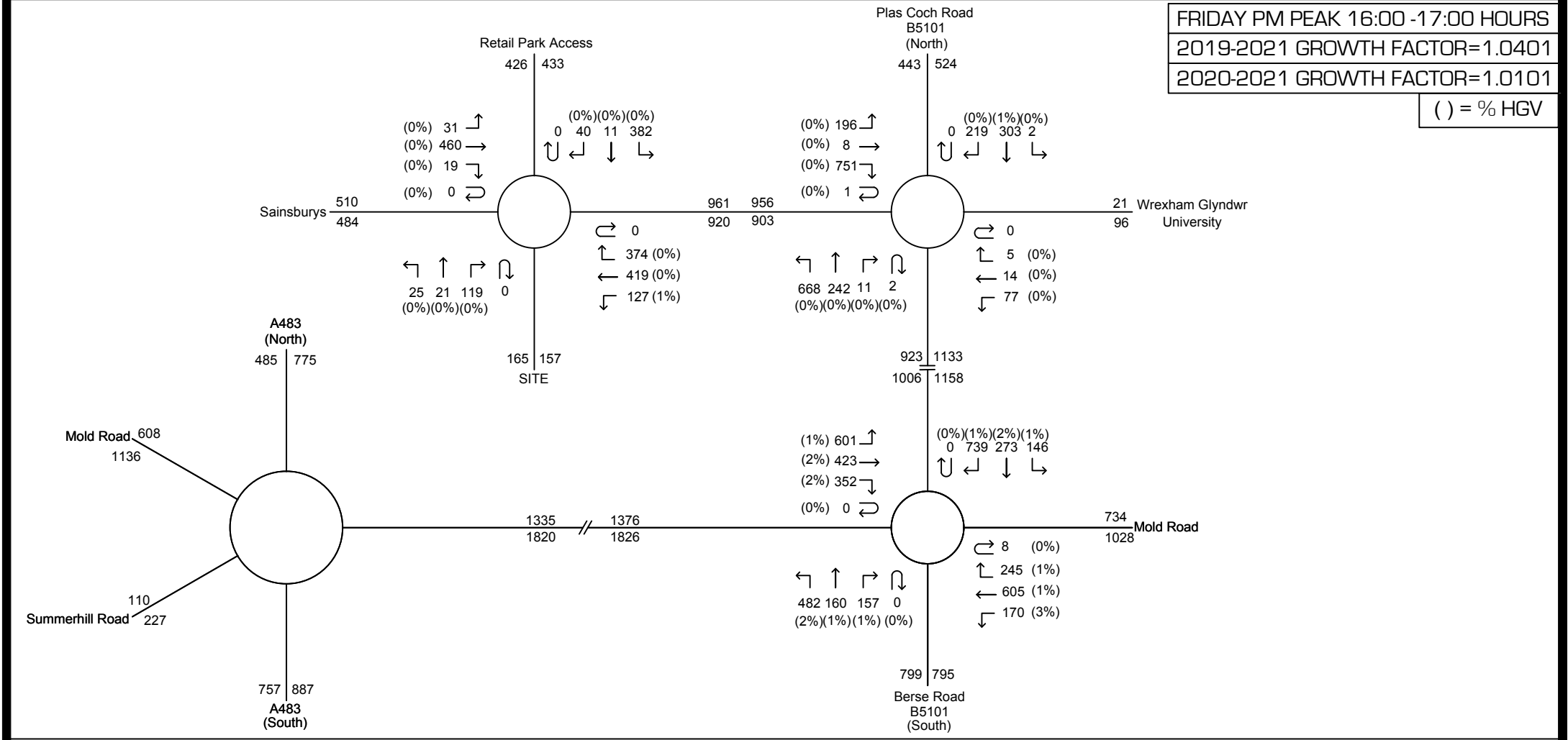
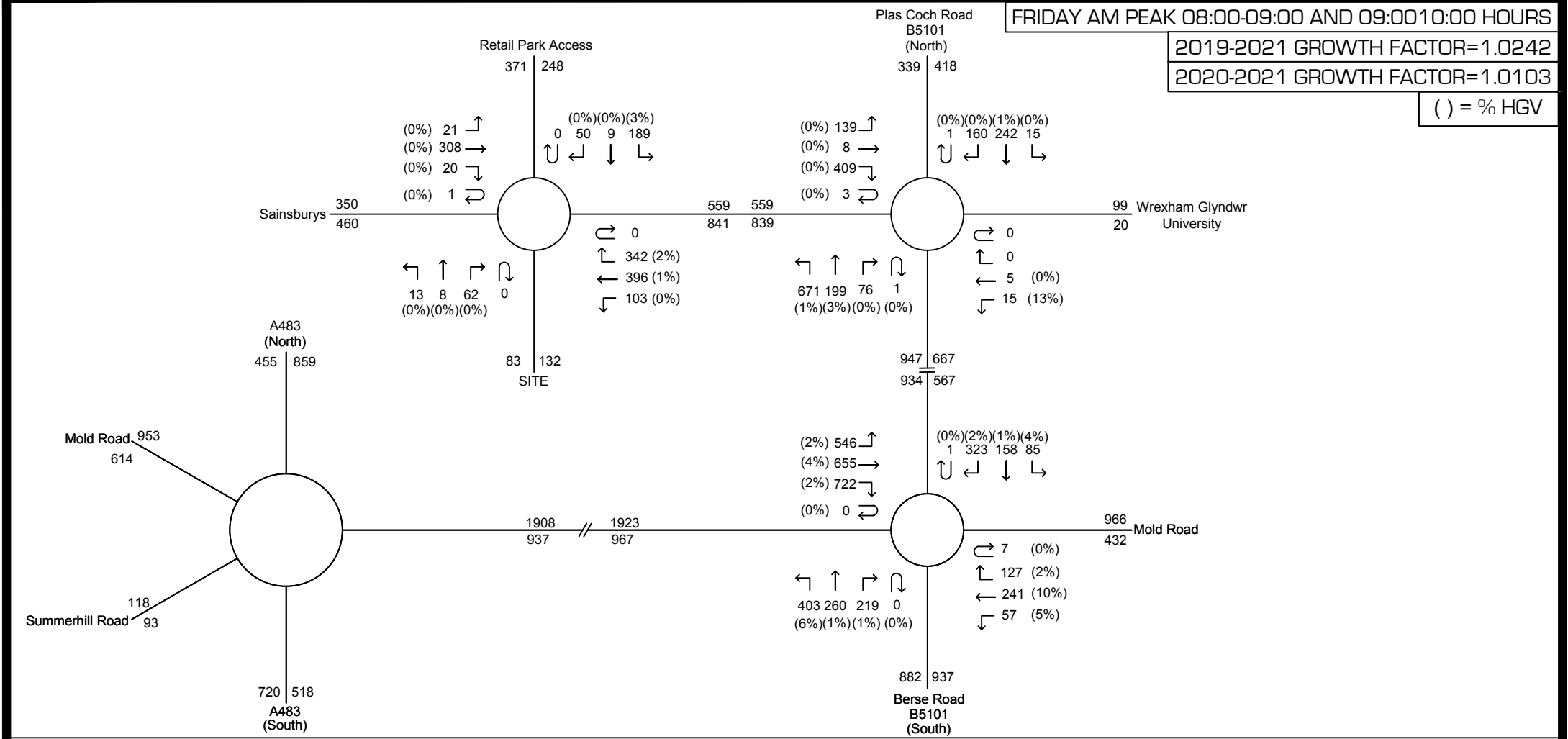
NON - RESIDENTIAL COMMITTED DEVELOPMENT
(2021) FRIDAY AND SATURDAY PEAK

Scale

APPENDIX 6.1



BASE TRAFFIC FLOWS



Title

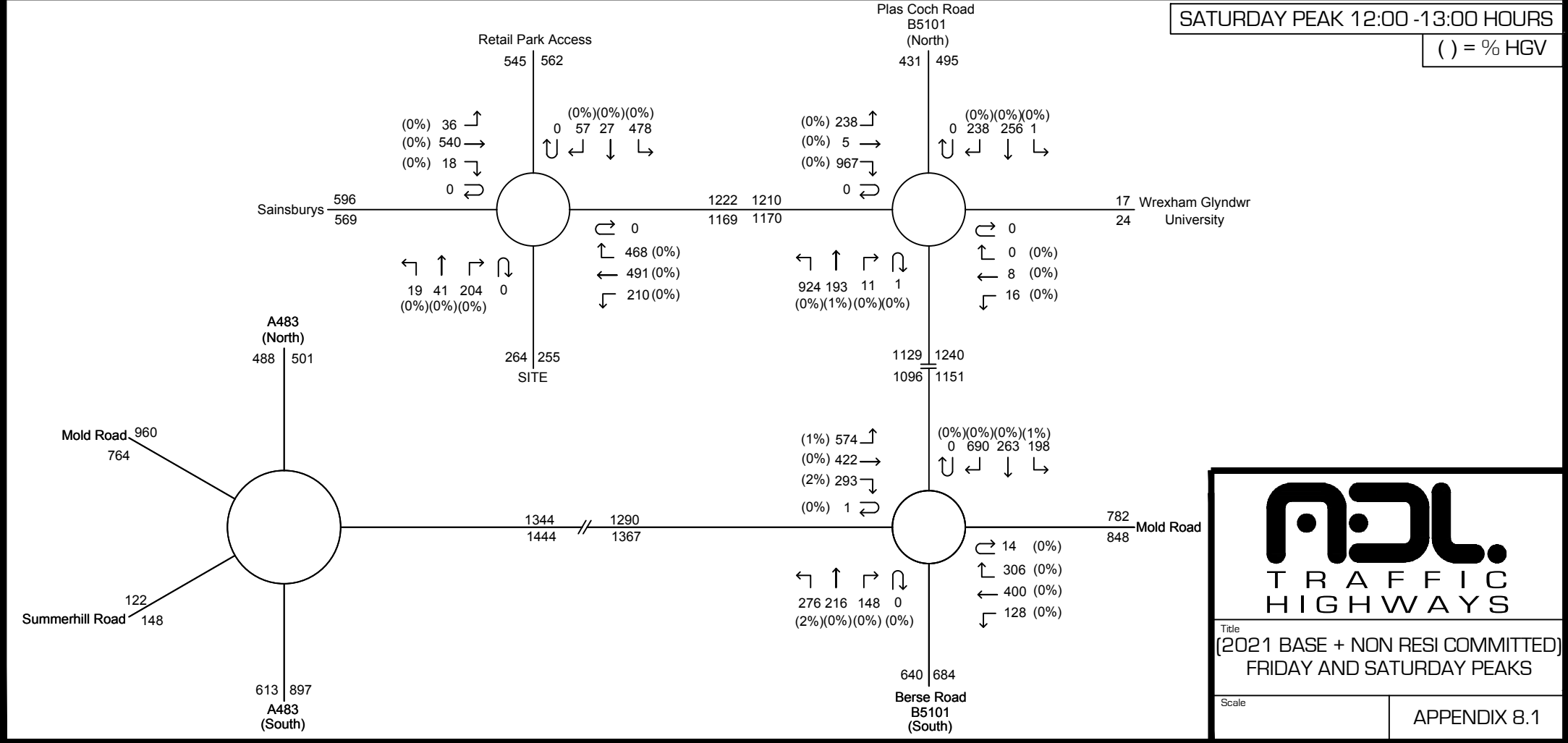
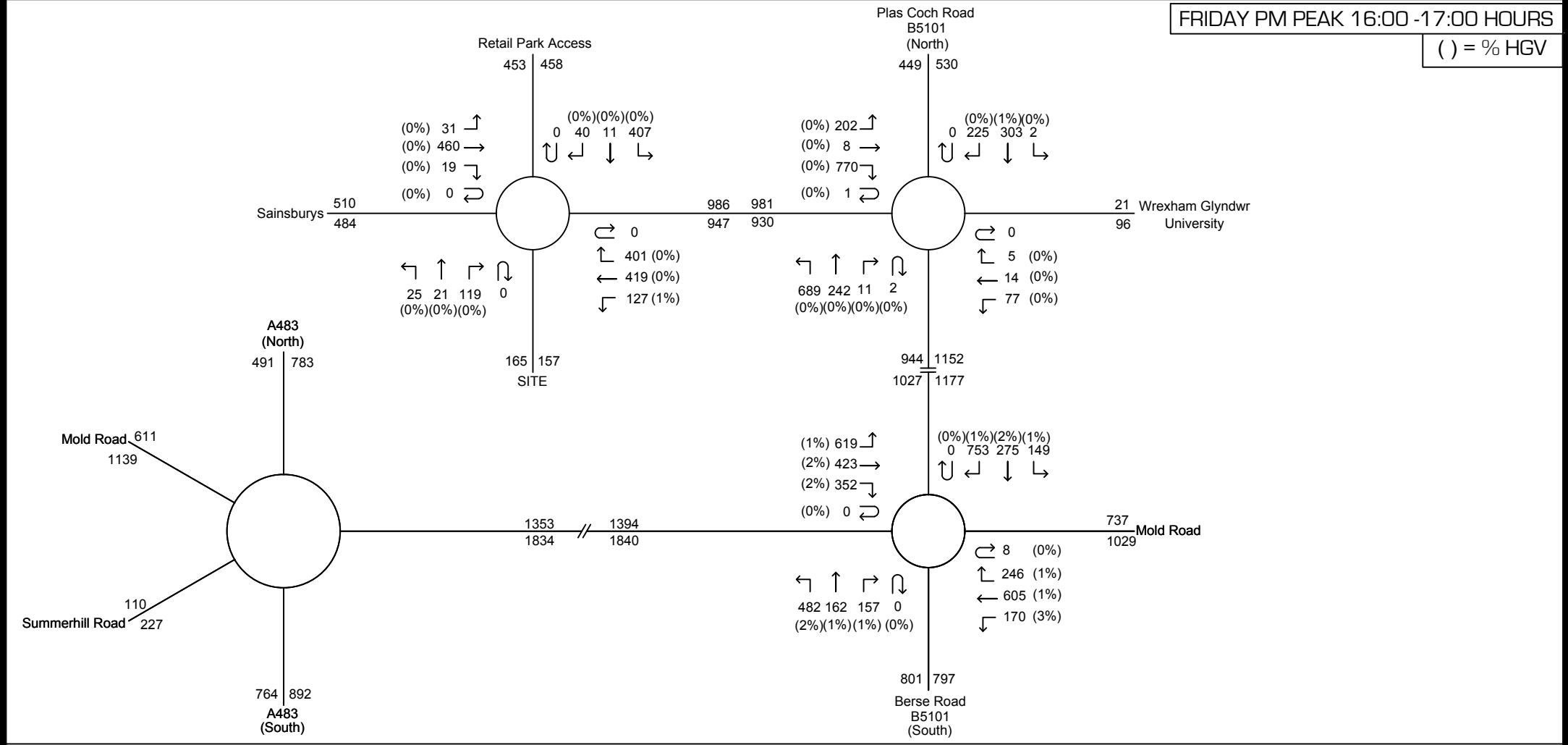
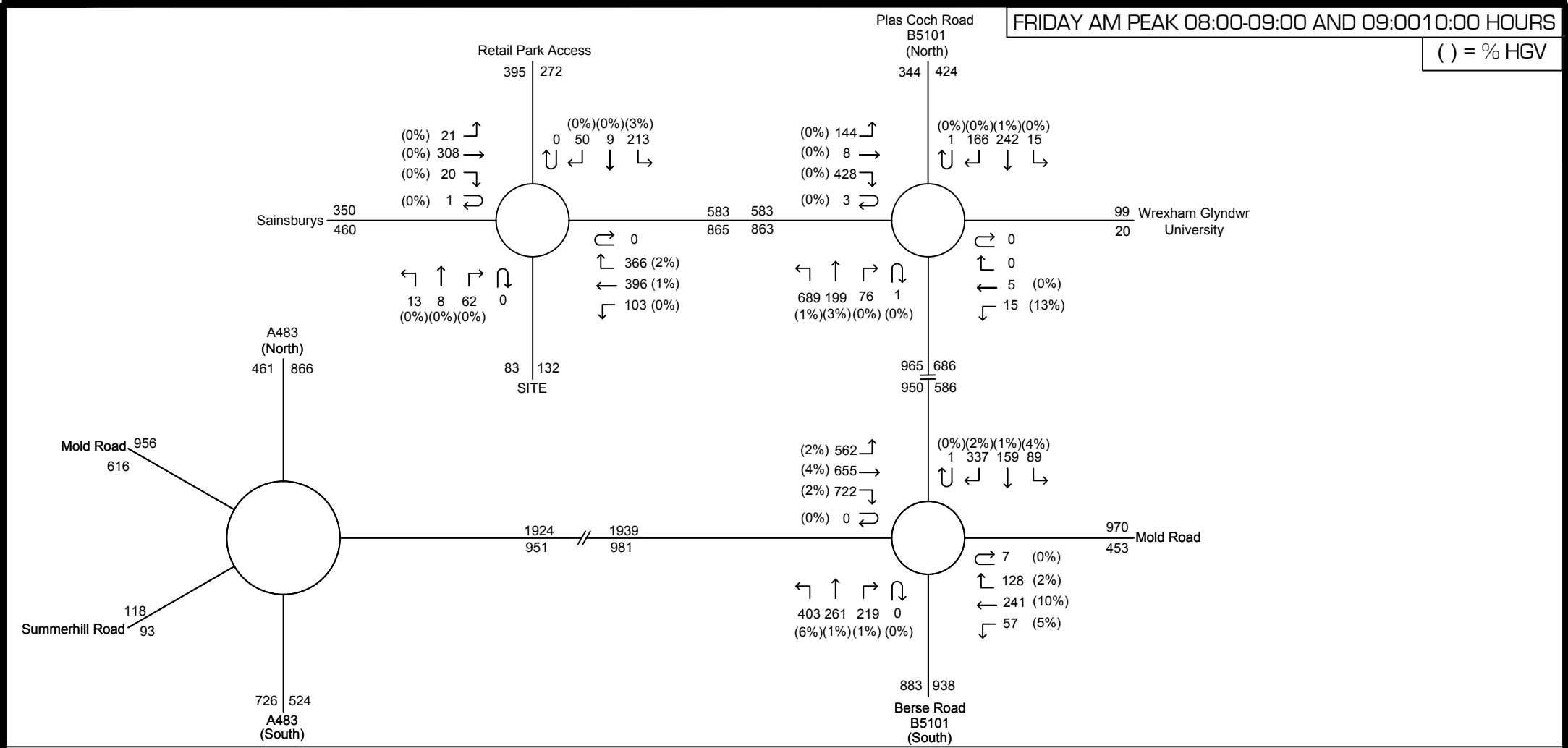
BASE TRAFFIC FLOWS
FRIDAY AND SATURDAY PEAKS

Scale

APPENDIX 7.0

BASE + COMMITTED FLOWS

8.1	2021 (2021 Base + Non Resi Committed)
8.2	2036 (2021 Base + All Committed Dev)



ADL
TRAFFIC
HIGHWAYS

Title
(2021 BASE + NON RESI COMMITTED)
FRIDAY AND SATURDAY PEAKS

Scale

APPENDIX 8.1

