

APPLICATION NO:
P/2021 /0967

LOCATION:
GLYNDWR UNIVERSITY MOLD
ROAD WREXHAM
LL11 2AW

DATE RECEIVED:
06/10/2021

COMMUNITY:
Rhosddu

DESCRIPTION:
TYNNU AMOD 18 CANIATAD
CYNLLUNIO P/2018/0666 / REMOVAL
OF CONDITION 18 OF PLANNING
PERMISSION P/2018/0666

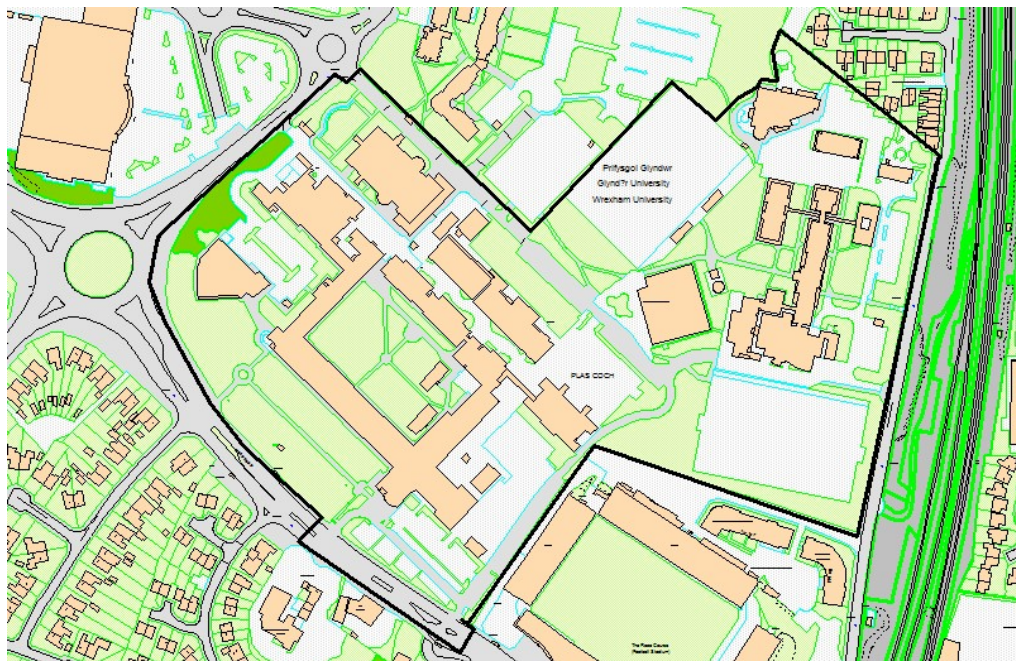
CASE OFFICER:
MP

WARD:
Grosvenor

AGENT NAME:
MISS OLIVIA FORDE

APPLICANT(S) NAME:
MR HAMER

THE SITE



PROPOSAL

As above.

HISTORY

Application site

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.

REPORT OF THE CHIEF OFFICER ECONOMY AND PLANNING – 5 December 2022

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/2012/0539 DISPLAY OF SIGNS. Approved 03.09.2012.

P/2018/0666 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. Granted 31.7.2019

P/2020/0790 RHYDDHAU AMOD 18 (CYNLLUN CYFFORDD) O GANIATAD CYNLLUNIO P/2018/0666 / DISCHARGE OF CONDITION 18 (JUNCTION LAYOUT) OF PLANNING PERMISSION P/2018/0666. Approved 26/02/2021

Other relevant history

P/2018/0671 DEMOLITION OF REDUNDANT STUDENT HALLS AND OUTLINE APPLICATION FOR UP TO 410 RESIDENTIAL UNITS WITH ACCESS OFF B5101 TOGETHER WITH CAR PARKING, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE ON SURPLUS LAND WITHIN THE OVERALL PLAS COCH ACADEMIC CAMPUS. Granted 7.5.2020

P/2018/0672 OUTLINE APPLICATION FOR STUDENT ACCOMMODATION FACILITY OF UP TO 197 BED SPACES, PARKING AND LANDSCAPING. Granted 1.7.2019.

P/2021/0094 CAIS I GYMERADWYO MATERION A GADWYD YN OL YN UNOL A CHANIATAD CYNLLUNIO AMLINELLOL P/2018/0671 / APPLICATION FOR APPROVAL OF RESERVED MATTERS PURSUANT TO OUTLINE PLANNING PERMISSION P/2018/0671. Approved 30.4.2021

P/2021/0968 TYNNU AMOD 11 CANIATAD CYNLLUNIO P/2018/0671 / REMOVAL OF CONDITION 11 OF PLANNING PERMISSION P/2018/0671. Granted 15.12.21

P/2021/0969 TYNNU AMOD 9 CANIATAD CYNLLUNIO P/2018/0672 /
REMOVAL OF CONDITION 9 OF PLANNING PERMISSION
P/2018/0672. Withdrawn.

P/2021/1195 TYNNU AMOD 09 AC AMRYWIAD 09 (PRFFYRDD) A
AMRYWIO AMODAU 02 A 03 CANIATAD CYNLLUNIO
P/2018/0672 I YMESTYN TERFYN AMSER AR GYFER
CYFLWYNO MATERION A GADWYD YN OL A CHYCHWYN
DATBLYGIAD / REMOVAL OF CONDITION 09 (HIGHWAYS)
AND VARIATION OF CONDITIONS 02 AND 03 OF PLANNING
PERMISSION P/2018/0672 TO EXTEND TIME LIMIT FOR TO
SUBMISSION OF RESERVED MATTERS AND
COMENCEMENT OF DEVELOPMENT. Pending

P/2022/0551 MATERION A GADWYD YN OL YN DILYN CANIATAD CAIS
AMLINELLOL P/2018/0672 (MYNEDIAD, YMDDANGOSIAD,
TIRLUNIO, CYNLLUN A GRADDFA) – ADEILADU LLETY I
FYFYRWYR - 197 O WELYAU / RESERVED MATTERS
PERSUANT TO OUTLINE PLANNING PERMISSION
P/2018/0672 (ACCESS, APPEARANCE, LANDSCAPING,
LAYOUT AND SCALE) – ERECTION OF STUDENT
ACCOMMODATION - 197 BEDS. Pending.

DEVELOPMENT PLAN

Within Wrexham Settlement Limit. UDP policies GDP1, EC4, EC6, EC9,
CLF4, T8.

CONSULTATIONS

Community Council

Objects to this proposal on the basis that the approved development will
cause extra traffic using the Crispin Lane / Mold Road junction, and that the
junction already causes delay with vehicles wishing to turn right across
approaching traffic.

Local Member

Notified 18.10.21

Highways Officer

Notes Transport Assessment undertaken in support of P/2018/0666 assumed
a 10% growth in the number of staff and students across the University and
an equivalent increase in traffic movements. Considered that this allowed a
robust assessment of the potential traffic impact of the proposal. Notes that
condition 18, to realign the Mold Road/Crispin Lane junction, was imposed
based on this figure of 10% growth.

Acknowledges that in response to Natural Recourses Wales' comments
relating to phosphate discharges, the Applicant has reviewed the current and
projected numbers of staff and students, and has demonstrated that the

development would not cause an increase in numbers. Considers that on this basis, there is no reason to expect any increase in the number of vehicle trips.

The Highway Officer notes that significant growth could be achieved within the University without the need for additional buildings and having reviewed this information, there is no reason to require the improvements at the Mold Road/Crispin Lane junction.

The Highway Officer agrees the condition can be removed.

NRW

Foul Drainage

The site is within the catchment of the River Dee and Bala Lake Special Area of Conservation (SAC).

The suitability of foul drainage arrangements for the proposed development is a matter for the LPA to determine. The LPA is advised to seek further information from the applicant in relation to foul drainage for any relevant future discharge of conditions submission for this proposal.

Site Notice

Expired 6.12.21

Neighbours

The occupiers of the adjoining student accommodation and the owners/occupiers of 39 nearby properties notified 21.10.21. No responses received.

SPECIAL CONSIDERATIONS

Background: Planning was granted in July 2019 for:

- 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 application as initially submitted proposed the demolition of 3141 sq.m of existing floor space to enable 3907 sq.m of new buildings plus a 500 sq.m extension to the existing sports hall. The majority of the additional floor space is a result of a new engineering building, as the table below demonstrates:

Buildings to be demolished	Floor space (sq.m)
Student Union	943
Engineering Building	1939
Health Centre and Garage Block	259

Proposed New Buildings	Floor space (sq.m)
Sports Hall Extension	500
Learning Gateway Building	500
Inner Gateway Building	147
Engineering Building	3200

The approved demolition plan identifies a number of other buildings within the site to be demolished in addition to those listed in the first table. When these are taken into account, the proposed campus redevelopment would actually result in a net reduction rather than a net increase in floor space.

In addition to the campus redevelopment, planning permission has been granted for two additional developments on the wider Glyndwr campus; outline planning permission for up to 410 residential units to be built in place of student accommodation at the northern end of the campus (P/2018/0671) and outline planning permission for 197 bed student accommodation adjacent to Crispin Lane (P/2018/0672).

Planning permission was granted for all three proposals subject to conditions requiring the implementation of improvements to the Crispin Lane/Mold Road junction. The conditions were imposed in response to advice from the Council's Highway Officer that the junction suffers from substandard visibility and each development would result in increased vehicle movements at this junction.

On 15 December 2021 an application to remove the condition from the outline permission for the 410 residential units which requires improvements to the junction was permitted (P/2021/0968). Plans submitted with that application provided for barrier controlled entry to the University campus from Plas Coch sited beyond the access to the residential development. The proposed measures means that traffic to/from the residential development would only travel via Plas Coch whilst also enabling Plas Coch to continue to be used by traffic specifically destined/coming from the University campus. This would ensure that the residential development would not materially increase traffic on Crispin Lane and at the junction with Mold Road. As such, the removal of the condition from the planning permission for the residential development (P/2018/0671) was justified.

To note, the University has also applied to remove the same condition from outline permission for the 197 bed student accommodation (P/2021/1195). This proposals remains under consideration.

The proposal before Members is to remove the condition requiring improvements to the junction of Crispin Lane/Mold Road which was imposed on planning permission Ref. P/2018/0666 for the campus redevelopment.

Granting permission for the removal of the condition would not bind the Council in the determination of application Ref. P/2021/1195.

The Transport Assessment (TA) submitted with the application for the campus redevelopment assessed the existing number of trips (arrivals and departures) generated by the University and applied a 10% growth rate to account for organic growth in the both staff and student numbers. However, the TA did note that this was likely to be a gradual process rather than occurring immediately as a direct result of the development. Furthermore, the TA also noted that the University under utilises its existing space. This means that significant growth could be achieved without the proposed campus redevelopment and potentially, without any further planning permission being required.

Moreover, not all staff or students are on campus at the same time. In 2018-2019 80% of all staff and enrolled students could be expected to be on campus at any one time. This is now expected to be 60% in light of the University's Active Learning Framework, which combines on-campus and online learning. The net result is that the number of people on campus at any one time is now not projected to exceed the 2018-2019 figure over the coming years.

Notwithstanding the changes to the way courses are delivered in light of the Active Learning Framework, it remains possible that both staff and student numbers could increase over time and therefore so too could the levels of vehicular traffic travelling to and from the site using the Crispin Lane/Mold Road junction. Notwithstanding this, the latest demolition plan indicates that the redevelopment scheme will actually result in a net increase of useable floorspace at the University and this is highly material to the application before Members.

Officers remain of the view that improvements to the Crispin Lane/Mold Road junction would be necessary to enable developments to proceed which would materially increase traffic using the junction. Notwithstanding the decision to grant planning permission Ref. P/2018/0666 subject to the condition requiring improvements to the junction, following re-assessment, it is considered that the likely highway related impacts arising from the approved campus redevelopment do not justify the improvements to the junction of Crispin Lane/Mold Road. On this basis, it is recommended that the condition can be removed. However a new condition will be imposed to require the demolition works to be undertaken in order to secure a net reduction in floor space.

Other Matters: It is noted that condition 02 of planning permission P/2018/0666 makes reference to a list of determined plans, including a plan that shows the Mold Road/Crispin Lane junction improvements. Whilst the applicants have not specifically applied to vary condition 02, it is proposed that condition 02 should be re-imposed but amended to exclude reference to this plan in light of the matters discussed above.

CONCLUSION

Given the manner in which the University is operating, combined with the net increase in floorspace arising from the campus redevelopment scheme, Officers are satisfied that the originally approved development will not result in a material increase in the levels of vehicular traffic using the Crispin Lane/Mold Road junction. On this basis, it is recommended that the condition requiring improvements to this highway junction can be removed and replaced by a condition that secures the implementation of the approved demolition plan.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before 31 July 2024.
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: 3060-103E)
- 1:200 Proposed Street Elevations Rev P1

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.

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: 3060-103E) and Landscape Strategy (Ref: 3060 503C), 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.
11. A compliance audit shall be carried out by a qualified ecologist, independently of the appointed principal 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 Historic England Level 1 Photographic Survey - Understanding Historic Buildings, 2016, 5.5, p.27) of the existing building/s has been carried out by an archaeological contractor, in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority. The resulting digital photographs shall be forwarded on appropriate digital media to the Local Planning Authority and the Development Control Archaeologist (Clwyd-Powys Archaeological Trust, Coed y Dinas, Welshpool, Powys, SY21 8RP. Email: mark.walters@cpat.org.uk Tel: 01938 553670/552045). 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 and an archive copy should be lodged with the National Monuments Record, RCAHMW.
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 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 Lane

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

18. 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.

19. 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.

20. 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.

21. 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.

22. Development shall not commence until a scheme of phasing of the development has been submitted to and approved in writing by the Local Planning Authority. The phasing plan shall set out timescales for the demolition of all buildings proposed for demolition on the 1:1000 Proposed Demolition Plan Rev P2 and the erection of all new buildings shown on the 1:1000 Proposed Plas Coch Masterplan Rev P2. The scheme shall ensure that during each phase of the development there is no net increase in floor space in use.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
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 in accordance with policy GDP1(d) of the Wrexham Unitary Development Plan.

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 in accordance with policy GDP1 of the Wrexham Unitary Development Plan.
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 in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
10. 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.
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 secure a full photographic record of the original building(s) prior to alteration, conversion or demolition 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. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
18. To ensure the works reflect the character and appearance of the building 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. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

21. 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.

22. To ensure that the development does not increase traffic using the Crispin Lane/Mold Road junction in the interests of highway safety in accordance with policy GDP1(d) of the Wrexham Unitary Development Plan.
