

WREXHAM COUNTY BOROUGH COUNCIL PLANNING COMMITTEE

MEETING OF 7 DECEMBER 2015

ADDENDUM

REPORT OF THE
HEAD OF COMMUNITY WELLBEING AND DEVELOPMENT

This report summarises information received since the Agenda was compiled including, as appropriate, suggested amendments to recommendations in the light of that information. It also lists those people wishing to address the Committee.

Where the Council has received a request to address the Committee, the applications concerned will be considered first in the order indicated in the table below. The remaining applications will then be considered in the order shown on the original agenda unless indicated by the Chair.

ITEM 4 – DEVELOPMENT CONTROL APPLICATIONS

Page Nos	Community	Planning Ref	Speaker Against	Speaker For
44 – 55	GRE	P/2015/0144	√	
97 – 102	WRO	P/2015/0492		√
103 – 106	BRY	P/2015/0520		√
107 – 116	WRO	P/2015/0533		√
134 – 141	WRO	P/2015/0648		√
154 – 160	WRO	P/2015/0686		√
161 – 168	WRR	P/2015/0691	√	
169 – 177	ROS	P/2015/0699	√	√
193 – 201	CHI	P/2015/0730		√

Pages 44 – 55 GRE P/2015/0144

Former Play area off Parsonage Close, Gresford, Wrexham
Speaker: AGAINST – Mr Bob Dewey (Representing Objectors)

Consultations

Gresford Community Council:

The Community Council and local residents are still very concerned that these proposals will impact on access to this part on the village. The access roads are very narrow by modern day standards and any increase in vehicles would obstruct access for delivery vehicles, emergency vehicles and impede refuse collection. The development would also add to parking problems for residents.

It seems to the Community Council that nothing in your report improves the drainage system.

The amended plans do not address the concerns previously expressed by the Community Council and others.

Representations

3 further representations received objecting to the application and expressing the following comments/concerns:

- Documents incorrectly state that there are no windows overlooking the site;
- No minutes of the meeting that took place with Highways have been provided;
- Traffic/highway problems due to cars being parked on the highway;
- Width of the road is unsuitable for more traffic;
- Difficulties for the bin lorry and emergency vehicles being able to pass along Parsonage Close;
- Pedestrian safety;
- Loss of public open space – contrary to UDP policies. There is already a shortage of play space in the village and this will increase that;
- Other play areas are too far away and requires children to cross a busy road;
- Vehicles using the turning head will be very close to Plot 2. I understand houses are normally set back to a building line of 5 metres;
- No indication of where bins will be stored;
- Disruption during building works;
- Difficulty for construction vehicles to access the site due to the width of the road and on-street parking;
- Three protected trees adjoining the site. One will cause considerable loss of light of plot 3 resulting in pressure to remove the tree;
- The rear of plot 3 will not receive any sunlight. Implying it will be grassed is misleading;
- The land is owned by the Council or even a specific County Councillor. If it is sold for less than its value it should be advertised separately and requires Welsh Government approval.
- Where will more cars park?;
- Parking is already at a premium;
- Turning is already a problem;
- Safety issue with children and elderly people living here;
- Drainage problems;
- Council rents are going up. But the Council as not looking after residents they already have.

Observations

Most of the issues raised above are dealt with in my main report however in response to those that haven't been:

Proximity of plot 2 to turning head: There are no minimum planning requirements regarding the distance dwellings should be set back behind a highway or turning area. Whilst the frontage of the dwellings is separated from the turning head by a footway only, I do not consider this to be a matter of concern. It is unlikely that there will be a constant stream of traffic using the turning head so in turn it is unlikely that the proximity to the dwellings to it will result in significant disruption to future occupiers.

Bin storage: All three plots have rear gardens sufficient large enough to accommodate bins. Provision is also made for access to be gained to the rear of each dwelling to allow bins to be brought out for collection. It is outside of the scope of planning control to ensure only store bins in their gardens.

Adjacent trees: *The trees adjoining the site are not protected.*

I do not consider the position of one of the trees will severely impact upon the amount of light received by plot 3 to the extent that future occupiers will be afforded a poor standard of amenity.

Land ownership: *The land is currently owned by the Council however it is outside of the scope of planning control to ensure that the correct procedures are adhered to regarding its disposal.*

Recommendation

Unchanged.

Pages 97 – 102 WRO P/2015/0492

70 Poyser Street, Wrexham

Speaker: FOR – Maria Coelho

Pages 103 – 106 BRY P/2015/0520

38 Park Road, Tanyfron, Wrexham

Speaker: FOR – Mr Stuart Hatherall (Agent)

Representations

Neighbour response – The access to the dwelling will not reduce on-street parking as there is an access there already which prevents parking in this location. To say that the dwelling would not maintain the existing settlement pattern is wrong. The existing gap in built development would remain as the development is set back from the existing settlement pattern. The site is an eyesore within the Village and I support the application which will greatly improve the area.

Observations

No additional observations as the points made are addressed in the main report

Recommendation

No change

Pages 107 – 116 WRO P/2015/0533

Site of Ambulance Depot and Highways Depot, Ruthin Road, Wrexham

Speaker: FOR – Mr Bryn Richards (Representing Applicant)

Consultation Responses

Additional comments from the Council's Highways Department.

Junction capacity assessments have been undertaken to establish the net impact of traffic generated by the proposed development. The assessments demonstrate that the proposed development would not have a material impact on the highway network.

(1 additional vehicle on the highway per minute in the peak hour) Given this level of traffic increase the highway department does not object to the proposal.

It should be acknowledged however that significant concerns exist as to the capacity of the A483 /A525 to accommodate further growth.

The department has voiced concerns over traffic capacity previously. The department is aware of housing developer interest in land in along Ruthin Road and has advised that no development will be permitted until a solution is found to the traffic capacity issues at the junction. We have further advised economic development that the western gateway scheme should be put on hold until traffic issues have been resolved.

However there is still a constant creep of development being proposed along Ruthin Road and Croesnewydd Road. Both the Moneypenny and WAST sites have recently been granted permission. The Aldi site is another site which will add to the traffic issues in the area.

It is a matter for this committee to judge whether the additional queueing is something that can be tolerated for the sake of additional investment in the town.

The traffic assessment undertaken by the developer demonstrates that the anticipated queue at the Morrisons access on to Ruthin Road will extend beyond the Aldi T junction. This queue will almost certainly cause delays for vehicles leaving the Aldi access road. The transport assessment has not proposed a solution to these issues.

It is a matter for the committee to decide whether this queue can be tolerated on a side road that does not impact upon the main A525 albeit the junction in question does form part of the adopted public highway and thus WCBC are responsible for its operation and maintenance.

Observations

Additional conditions requested by highways should permission be forthcoming:

16 Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. 0839NES-102 Rev F. (Reason: In the interests of highway safety).

17 With the exception of the demolition of the existing buildings, no further development shall take place until a scheme detailing the construction of the following has been submitted to and approved, in writing, by the Local Planning Authority:

i) Detailed layout, design, drainage and construction of the proposed new footway link towards the hospital.

ii) Details of a layout demonstrating closure of existing emergency access including reinstatement of footway, removal of yellow box markings, resurfacing existing carriageway, removal of wig wag signals and any associated equipment.

The scheme as is approved shall be fully implemented prior to first use of the development. (Reason: In the interests of highway safety).

18 Within three months of commencement of development, full details of a hard and soft landscaping scheme together with a timescale for implementation of works shall be submitted to and approved in writing by the Local Planning Authority. (Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area).

19 The landscaping scheme submitted and approved in connection with condition no. 18 shall be fully implemented in all respects within the agreed timescale and in strict accordance with the approved scheme. (Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area).

20 The planting scheme implemented in connection with condition nos 18 and 19 shall be permanently retained. Any planting which becomes severely damaged or seriously diseased, or is in poor physiological condition and/or are removed without the written permission of the Local Planning Authority shall be replaced within the next available planting season by trees or shrubs of similar size and species to those originally required to

be planted. (Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area).

With regard to Conditions 6, 7, 10 and 11 the wording will be amended to read:
"With the exception of the demolition of the existing buildings no further development shall take place until"

Delete Condition and Reason 8 and renumber subsequent conditions in recommendation accordingly.

Add additional condition – A scheme providing details of a stairwell shall be provided on the eastern boundary of the site linking the proposed store to the adjoining footpath. The approved scheme shall be fully implemented prior to the first use of the development. (Reason – To improve pedestrian movement in the vicinity of the site).

Amend Condition 4 to read – To enable work on a Saturday between the hours of 0800 and 1600 hrs.

Add Note to Applicant – You are required to contact Welsh Water with regards to the 'build over' agreement which will be required between the land owner and Welsh Water in respect to a public sewer which crosses the site.

Recommendation

As main report and in accordance with the changes referred to in the Addendum.

Pages 134 – 141 WRO P/2015/0648

Retail Park, Island Green, Wrexham

Speaker: FOR – Mr Jonathan Best (Representing Agent)

Pages 154 – 160 WRO P/2015/0686

Former Chapel, 14 Talbot Road, Wrexham

Speaker: FOR – Mr Bob Dewey (Representing Applicant)

Representations

The agent has submitted additional information indicating splays, parking layout and a report justifying the layout which has previously been approved on other applications on the site.

Recommendation

As main report

Pages 161 – 168 WRR P/2015/0691

Library Arts Centre, Rhosddu Road, Wrexham

Speaker: AGAINST – Mr John Gallanders (AVOW)

Representation

Further comments have been received from Councillor Alun Jenkins regarding the loss of the disabled car parking spaces from the staff library car park on Rhosddu Road.

Observations

For the benefit of members clarification is provided in relation to the proposed reallocation of the existing disabled spaces to be lost which are currently allocated in the library staff car park (accessed of Rhosddu Road).

- *8 no. disabled spaces are marked out in the Rhosddu Road library staff car park. These would be lost to the staff/operational non-public police station car park.*
- *North Wales Police propose to add one additional disabled allocated space to the frontage of the building as part of the remodelling of the building in the public library car park.*
- *Wrexham Council propose to allocate and mark out an addition 7 disabled spaces in the public library car park in addition to the 15 disabled spaces currently allocated.*

This will result in the full reallocation of those spaces lost from the staff car park into the neighbouring public library car park.

The full discussion in relation to acceptability of this approach is found in the main report.

In order to mitigate the loss of the disabled spaces from the staff library car park on Rhosddu Road and to provide some certainty that the spaces will be reallocated upon occupation of the proposed development a condition can be added.

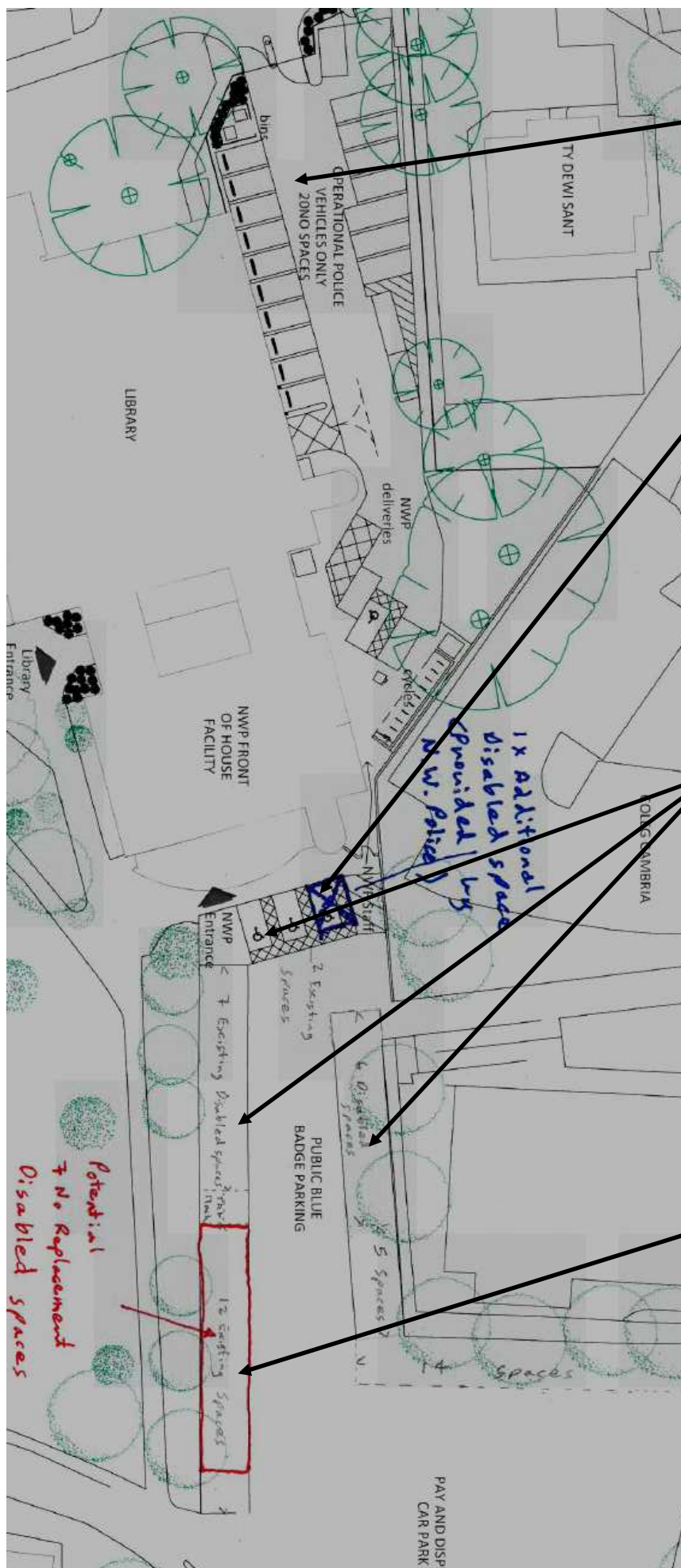
Recommendation

Add condition no. 12

Prior to the first occupation of the development hereby approved, eight additional mobility spaces in excess of the existing 15 mobility spaces currently marked out shall be provided in the public Library Car Park in accordance with a scheme which has been first been submitted to and approved in writing by the local planning authority. The allocated spaces hereby approved shall be retained in their approved position thereafter.

Reason: In order to secure the satisfactory provision of facilities and access for disabled persons.

A plan is shown on the following page.



Library staff car park (Rhosddu Road) to be allocated solely for police staff/operational use. 8 no. public disabled spaces would be removed.

Additional disabled allocated space to be provided as part of the remodelling of the building on public library car park.

15 no. existing allocated disabled spaces in public library car park.

7 no proposed allocated disabled spaces by WCBC in public library car park

Pages 169 – 177 ROS P/2015/0699

Land North of Burton Road, Burton, Rossett, Wrexham
Speakers: AGAINST – Mr John Jennings (Objector)
FOR – Mr Bob Dewey (Representing Agent)

Consultations

Highways – It is possible to achieve adequate visibility onto the highway with a significant loss of hedgerow. It is considered that the addition of a further 19 dwellings is not significant in highway safety terms and given there are no recorded personal injury accidents recorded at the bend near the site it is difficult to refuse planning permission on highway safety grounds.

Recommendation

Unchanged.

Pages 193 – 201 CHI P/2015/0730

Penybont Landfill Site, Pentre, Chirk, Wrexham
Speaker: FOR – Mr Alan Bulpin (Representing Applicant)

Consultation Responses

Chirk Town Council: Object on the following grounds:

- Promises that application for previous extension to time would be the last one
- Concerns over rat infestation
- Flies
- Stench
- Noise from lorries

Observations

The above environmental issues are discussed within the main report.

ALL OTHER ITEMS WILL BE TAKEN IN ORDER SHOWN ON THE ORIGINAL AGENDA

PAGES 61 – 71 AND 72 – 80 HOL P/2015/0396 AND P/2015/0397

Applicant's submissions

Request both applications be deferred for the following reason:

- i) To allow submissions/further discussions to take place regarding the ecological issues. The applicants are happy to commit to mitigation and can respond to outstanding matters;
- ii) There needs to be a discussion regarding the community's view on the land use of the site – temporary solar farm/permanent industrial.

Representations

1 further representation received to both applications expressing the following concerns;

- Ecology impacts;
- Impact of additional traffic along Francis Lane;
- There must be more suitable sites on the Wrexham Industrial Estate;
- High security fencing and visual impact;
- Impact upon footpath

Observations

Whilst it might be possible to address my concerns regarding ecology by way of detailed mitigation schemes and amendments to the applications to include provision of habitat for Great Crested Newts the applicant will not be able to address my other concern about the development will prejudice the forthcoming LDP. As such I do not consider there to be any merit in deferring either of the applications.

Recommendation

Unchanged.

PAGES 178 – 86 WRC P/2015/0705

Observations

Site preparation works have been undertaken by the digging of a trench to redirect a gas supply pipe. The trench has dug using a mechanical digger and encroached into the root protection areas of 4 trees of which 3 are indicated as being retained post development.

Unfortunately the work has caused substantial damage to the root system of 3 trees, severing and shattering very large structural roots to a point where the stability of these trees has been significantly affected and they are considered very unsafe. A risk assessment has been carried out by the applicant. Given that the trees are in a primary school and adjacent to the highway it has been concluded that two of the trees now pose a significant safety risk and should be removed. A third tree will require a reduction in size.

Those trees described above are considered important to mitigating the impact of the proposed development upon the streetscene.). It has been agreed that attempts to retain a third tree would be made and this would include improving the root zone around the tree to encourage and support the growth of new roots and undertaking a crown reduction to address stability issues. To mitigate the impact associated with the loss of the two trees and the reduction of the third tree from the front of the site, it is proposed that three new trees of substantial size will be planted at the front of the site.

Whilst this situation is highly unfortunate, it is considered that the further planting can be carried out to mitigate this loss. The planting specification along with a management and maintenance regime to secure the longevity and effectiveness of the trees can be controlled by a planning condition.

Recommendation

Amend condition no. 5:

With the exception of trees nos. T7, T8 and T9, the existing trees, shrubs and hedges shown on drawing(s) No(s). GPA/TRP/05/15/01 and as described in the approved Arboricultural Impact Assessment Reference AIA/GPS/05/15 Rev B dated 18 November 2015 to be permanently retained shall not be cut down, grubbed out, lopped or uprooted. Any trees,

shrubs or hedges removed or being severely damaged or becoming diseased shall be replaced with trees, shrubs or hedging plants of the equivalent size and species.

Reason: As existing.

Amend condition no. 6:

The development shall be carried out in accordance with the Arboricultural Impact Assessment ref no. AIA/GPS/05/15 Rev B dated 18 November 2015 and the tree protection locations and specification set out within this report and on drawing no. GPA/TPP/05/15/01. No development or other operations shall take place except in strict accordance with the reports as approved.

Reason: As existing.

Add condition no. 18:

Tree planting of at least three trees with a minimum size of 18cm girth to replace tree nos. T8 and T9 and a scheme of root zone improvements and remedial work for tree no. T10 as shown on plan no. GPA/TRP/05/15/01 forming part of this submission shall be carried out in accordance with the planting specification, management, maintenance and remedial work regime set out in Arboricultural Impact Assessment Addendum ref no. AIA/GPS/05/15/ADD. The planting scheme and enhancement measures shall be carried out in the first available planting season following the occupation of the development and retained in accordance with the timescales forming part of this report.

Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenity of the area.

PAGES 187 – 192 ESC P/2015/0724

Applicant's Submission

The applicant has provided some further information in connection with the parking issues raised in the report.

They advise that current staff parking is 18, and this is made up by 8 staff driving demonstrator cars, and 10 driving their own cars. The number of staff cars is reduced by 4 staff on Saturdays. It is estimated that the extra staff will result in a further 2 or 3 cars. Extra staff is to allow extra administration staff, and a valet person. Customer parking requirement is not likely to increase by this development.

The number of vehicle movements within the site will reduce significantly by the development because cars must be driven back and forward from the wash bay to the workshop many times during the valeting process, and this will be reduced with the new valet bay.

The company are actively looking for a car compound in close proximity to the car dealership, and this will completely remove car parking issues. In the shorter term, the dealership are speeding up the turnover of cars by selling them on.

Failure to make improvements to the site to achieve corporate standards by Peugeot could result in the applicant losing the franchise.

The applicant is aware that other dealerships in the area are actively encouraging their staff to park on the estate road, but this is none of the staff from this dealership do this.

Observations

Highways have been re-consulted regarding this extra information, and the following has been raised: 'it appears that the valet process will enhance the operation of the site by ensuring customer parking spaces are kept free for that purpose'.

As a result the extra information has scope to overcome the concerns raised in the report, and this information can be used to help inform a scheme to resolve the requirements of suggested condition 3.

Recommendation

Unchanged