MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0337	**Your Ref:**	P/2025/0337
Date:	09/06/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL DAU ADEILAD YSTAFELL DDOSBARTH DDWBL A RHOI BLOC 4 YSTAFELL DDOSBARTH NEWYDD AR GYFER BABANOD/MEITHRINFA NEWYDD YN EU LLE (CAM 1). ADEILADU BLOC 4 YSTAFELL DDOSBARTH NEWYDD AR GYFER PLANT IAU (CAM 2) / DEMOLITION OF TWO DOUBLE CLASSROOM BUILDINGS AND REPLACEMENT WITH A NEW 4 CLASSROM BLOCK FOR INFANTS/NEW NURSERY (PHASE 1). CONSTRUCTION OF NEW 4 BLOCK CLASSROOM FOR JUNIORS (PHASE 2)

LOCATION: YSGOL ID HOOSON, HEOL CARADOC, RHOSLLANERCHRUGOG, WREXHAM, LL14 2DX

I refer to your consultation / email dated 22/04/2025 in respect of the above.

General

The site is located at Heol Caradoc, Rhosllanerchrugog, Wrexham.

The existing land use is a Welsh Medium School which currently accommodates around 259 pupils (September 2023). The current capacity of the school is understood to be 315 pupils.

The development proposals are set out over two phases. The first phase (East side block including Nursery) has been designed to meet the immediate needs of the school – reintroducing all pupils into the main school complex. This would remove the temporary classroom teaching which currently occurs, bringing the pupils into a modern, purpose built teaching environment.

The second phase could potentially increase pupil numbers to 420.

Access

The proposed development site is accessed off Heol Caradoc which is an unclassified, residential road subject to a 20mph speed limit.

The existing access leading up to the school gates is 6.1m side with 2.7m wide footways on both sides of the road. There is an existing dropped kerb crossing across the main access but this crossing has no tactile paving and the dropped kerb on the northern side is an existing driveway access which is not ideal. The footway on the southern side of the access continues into the school grounds. ***It is considered that the current / existing dropped kerb pedestrian crossings are sub-standard and should be improved to serve the existing / proposed extended school.***

If the application is supported, ***the LHA recommend the applicant provides appropriate alternative tactile crossing points in this location and removes any existing sub-standard dropped kerbs. This will involve the provision of 4 appropriate dropped kerbs / tactile crossing points across the approaches to the mini roundabout along Glanrafon & Heol Caradoc. The LHA recommends the applicant indicates this detail on a suitably scaled plan.***

Flooding / Access Issue

The LHA understand that periodic flooding occurs on the main route to the school along Brook Street. This results in a number of properties in this area plus the school being cut off. It is understood that the informal diversion route is off Brook Street via a WCBC car park to the rear of Bonc Wen with a gate being opened within the car park which allows access onto a Housing garage site area then onto Glanrafon and the school beyond.

The small section of access road alongside the garage site is only 3.5m wide and has no footway provision. It is understood that this access road has to accommodate two way flows during times of flooding but is unable to do so given its limited width ie/ 3.5m.

Glanrafon is an unclassified residential road which has a significant occurrence of on-street parking. The diversion of existing residents and those wishing to attend the school via this route is far from ideal. ***The LHA would raise concerns should this route experience any significant increase in vehicle movements by future developments. If the current application is supported, vehicle movements will inevitably increase along this route during times of flood when traffic is diverted.***

Transport Assessment (TA)

The submitted TA included the following information (*LHA comments highlighted in italics*):-

Existing Travel Patterns

The school currently accommodates 259 pupils, across all year groups (as at September 2023).

In January 2025, a hands up survey was undertaken for pupils to ascertain the method of travel to school which is utilised for pupils. A total of 190 pupil responses were received, which are summarised as follows:-

- Results from the survey show that, around, 24% of pupils travel by active travel modes, with 0.5% travelling by bus and the residual 75.8% by car. ***It is noted that only 73% of the pupils responded to the survey.***

- A second question formed part of the hands up survey, which involved the number of pupils who travel in the car (for those who arrive by car).

- From the second question it has been calculated that 137 pupils generate around 91 cars. This equates to an average number of pupils per car of 1.5.

- As such, for every 100 pupils at the school, around 76 travel by car, generating an

average of around 50 cars

- A staff travel survey was also undertaken in January 2025, at the same time as the pupil survey.

- The staff travel survey indicated that around 37% of staff travel is by a sustainable travel modes, with the residual 63% as a car driver (not car sharing).

It is understood that the Council have wide-ranging proposals for improving active travel access across the district, with proposals local to Rhosllanerchrugog. The current Active Travel Map (with proposals) is provided on the council's website (https://wwww.wrexham.gov.uk/service/active-travel).

From the map, it can be seen that the proposals include significant improvements to the local streets for access by active travel modes, connecting the school to the local area.

The site is located around 600m from the nearest bus stops, which provide access to Routes 3 and 4At/ 4C. The services provide connections between Rhosllanerchrugog and Wrexham throughout the week.

Accident Records

A review of the accident records in the last 5 years in the vicinity of the site did not identify any significant accident clusters that could be attributed to the existing school.

Parking & Turning Provision

The existing school comprises 2026m^2 gfa. The proposed extension(s) would result in an increase in floor area to 2710m^2 gfa. Based on LPGN 16 requirements (class D1 Use), the existing school would require a maximum of 83 parking spaces (54 spaces currently provided). The proposed development would require a maximum of 110 spaces (59 spaces proposed). This represents a shortfall in parking provision of 35% (existing) and 61% (proposed) which represents a significant reduction in parking provision at the school compared with maximum LPGN 16 standards. ***The LHA raise concerns on this shortfall in parking provision and how this may impact on the local residents in respect of access / on-street parking provision as the school increases its pupil numbers.***

Cycle Parking / Shelters

The LHA understand that there is very limited existing cycle parking / shelter provision at the school.

It is understood that the school proposes to include improved cycle storage provision, with covered / secure cycle and scooter storage located within the school grounds. However, no details of such provision appear to have been provided. ***The LHA recommend that a detailed, scaled plan is provided including the above details complying with LPGN 16 / Active Travel Guidance requirements.***

Parking Beat Survey

In order to assess the impact of school-related vehicles, a parking beat survey has been undertaken.

The parking beat survey was undertaken across the local area, up to around 250m from the site. This is considered the likely maximum walking distance that could be used for school drop-off and pick up.

The parking beat survey shows the number of cars parked within the school car park and local streets during the school drop-off period.

The school already has the capacity for 315 pupils and, as such, the Phase 1 proposals are already allowed for within the school's design and approval. No changes to the car parking are proposed for Phase 1.

For Phase 2, 420 pupils, the car parking demand is forecast to increase.

For the Phase 2 proposals, there are a number of measures which could help to mitigate for the additional demand:-

- Additional car parking within the site – 5 spaces. The existing site layout plan indicates 54 spaces (7 of which to mobility standards). The proposed site layout plan indicates 59 spaces ((7 of which to mobility standards).

- Revised internal parking arrangements to improve circulation and reduce turning movements;

- Implementation of an effective Travel Plan – mode share change of 10% - equivalent to around 9 spaces.

- Reviewing options for increased staggering of age groups to reduce overlap between years R,1 and 2 with years 3, 4, 5 and 6. This could provide a further reduction in parking intensity. ***The LHA request further details on how this will be implemented and the estimated impact in respect of on-street parking numbers in the morning and at the end of the day.***

The Travel Plan would be implemented during Phase 1, which will allow time for the benefits to be monitored, reviewed and updated to seek to achieve the 10% mode share change (away from single occupancy car use). ***WCBC Active Travel Section advise that 10% should be the short term goal as studies show that change is generally possible to achieve, whilst the challenge is to maintain this level of sustainable travel.***

If the application is supported, the LHA recommend that a suitably worded condition is included which requires the applicant to monitor the progress of this aspiration on an annual basis for a minimum of 10 years of the development being brought into use and proposed mitigation measures should these targets not be met. This should include the requirement to provide further on-site parking provision should on-street parking issues relating to the school become unacceptable.

The additional car parking spaces would be delivered for Phase 2, which would operate alongside the Travel Plan and review of the start and finish time staggering. It is considered that the proposed development (Phase 1) has the potential to increase parking demand at the site given the potential increase in pupils up to 315 pupils. ***The LHA consider that there is insufficient parking provision on site as it stands although it does not appear to be causing any significant overflow parking issues on adjoining streets, the LHA have witnessed indiscriminate and***

obstructive parking within the school car park due to insufficient car park availability (with marked out spaces).

The LHA recommend that any permission includes the requirement to provide additional on-site parking provision should on-street parking issues relating to the school become unacceptable either as a result of Phase 1 or Phase 2.

Parking Beat Summary

The parking beat survey included:-

- Number of cars parked on street (including location); and
- Number of cars parked within the school car park.

The parking beat survey appears to have been undertaken on a single day in January 2025 from 07:30 to 09:10 for the school drop-off period and 14:30 to 16:10 for the school pick-up period.

The school car park includes 54 existing spaces as indicated on the submitted existing site layout plan (not 57 car parking spaces as indicated in the TA), incorporating a dedicated school drop-off/ pick-up area.

The parking beat survey shows the following number of cars parked within the school car park during the school drop-off period:-

- 07:30 – 4;
- 07:50 – 6;
- 08:10 – 17;
- 08:30 – 25;
- 08:50 – 55; and
- 09:10 – 24.

It can be seen that during the AM drop-off period, the peak car park occupancy was 55 vehicles, i.e. one above the car park's capacity.

The car park occupancy at 09:10 (when the drop-off has completed) is 24 spaces. It is reasonable to assume that these are for staff and visitors to the school.

Consequently, whilst the car park capacity is 54 spaces, of these 33 and the drop-off/ pick-up area were available for pupil-related vehicles by school opening.

It should be noted that the school has capacity for 315 pupils, with around 259 pupils attending at September 2023. The school is currently operating at around 82% of the allowable capacity – noting that four classes are taught in temporary classrooms.

It is noted that no material on-street parking appears to occur as a result of the school drop-off. The WCBC Traffic Section have advised that they have not received any significant number of complaints in respect of overspill parking in the vicinity of the school.

7.3.7 The parking beat survey shows the following number of cars parked within the school car park during the school pick-up period:-

- 14:30 – 42;
- 14:50 – 78;
- 15:10 – 46;
- 15:30 – 9;
- 15:50 – 10; and
- 16:10 – 9.

The car park occupancy at 14:30 was 42, which suggests that some pupil-related cars may arrive early for the pick up – based upon the 24 spaces which appear to be used for staff and visitors.

The peak occupancy within the car park was 78, at 14:50, which appears to relate to the 3pm pick-up for years R,1 and 2. By 15:10. At the peak occupancy for the pick-up period for years 3, 4, 5 and 6 the car park had 46 spaces occupied (which will include the majority of staff).

The peak car park occupancy exceeds capacity, however the vehicles are within the school grounds and quickly dissipate. It is noted from the car park observations that non-marked spaces are utilised by some vehicles, however these do not appear to impact on the operation of the school car park.

The LHA conducted a basic parking survey on 02/06/25 which indicated peak parking in school grounds as follows:-

AM - 26 cars @ 08:42
PM - 71 cars @ 15:09

On street parking on the surrounding streets associated with the school appeared minimal (max 3 additional cars).

It was evident from the above survey that some cars did not park in formal spaces but parked where they could ie/ sometimes in small layby / dropping off bay which stipulates "dropping off only" and others temporarily blocking in cars in formal parking spaces.

It is evident that additional parking provision (spaces marked out) is required for the existing number of pupils (259) within the site although this it is noted that did not cause an issue on the adjoining highway.

It is reasonable to assert that the peak car park use occurs over a short period of time from just before 14:50 to just around 15:00 – i.e. around 15 minutes. At the peak car park occupancy, around 3 to 5 cars are observed to be parked on-street. *The parking beat survey appears to indicate in excess of these numbers on street along Glanrafon and Heol Caradoc. As with the peak occupancy of the car park, these vehicles quickly dissipate. The survey carried out on 02/06/2025 indicated that on-street parking on the surrounding streets associated with the school appeared minimal (max 3 additional cars).*

PEAK OCCUPANCY FORECAST – 315 PUPILS (PHASE 1)

The school can currently accommodate 315 pupils. The Phase 1 proposals are also for the same school capacity of 315 pupils – with pupils who are located in temporary classrooms accommodated within the extended school building and benefitting from a purpose-built modern teaching environment.

With the school currently operating at around 82% of capacity, the forecast operation of the parking is based upon the additional 18% of pupils.

For the morning drop-off period, it can be seen from the parking beat survey that the peak operation of the car park results in around 31 pupil-related cars within the car park at peak drop-off.

If this is increased pro-rata with the increase in pupils (from 259 to 315), then this could equate to 38 pupil-related cars at the peak drop-off (based on cars currently typically carrying 1.5 pupils).

The afternoon pick-up has shown that the car park can currently accommodate at least 78 vehicles at the peak pick-up time. The forecast car park operation could be 62 cars (including 24 staff cars) at school drop-off with the school operating at its current (and Phase 1) capacity. *The parking survey identified 78 cars parked in the school grounds with only 54 existing spaces being available. If the potential additional parking demand ie/ 37 cars occurred as a result of increasing pupil numbers to 315, it would be considered reasonable to request that additional parking spaces are provided / marked out within the site in accordance with LPGN 16 (see table below:- Actual Parking Demand Based on Jan 25 Survey – worst case).*
The submitted application form indicates that no additional staff will be employed as a result of the development ie/ remain at 34.5 total full time equivalent staff. The LHA would ask the applicant to provide a revised site layout plan indicating adequate parking provision within the curtilage of the development site in accordance with LPGN 16 requirements and confirmation that no additional staff will be employed at the site as a result of the proposed development.

The car park is considered to be suitable for the morning drop-off in its current form for the existing 315 pupil capacity and for Phase 1. ***The LHA would question this statement given the submitted parking survey. The survey indicated 55 cars parked in a 54 space car park at 08:50. If 38 additional parent cars require parking as a result of increasing pupil numbers to 315, then additional spaces would be needed on site to accommodate these numbers.***

During the afternoon pick-up, the peak car park capacity was 78, of which 54 are assumed to be pupil-related (based upon 24 staff and visitor spaces being utilised throughout the day). ***The submitted existing & proposed site layout plans only appear to indicate a short layby area on the left hand side as vehicles enter the school access (one way system). This layby would only appear to accommodate around 4 – 5 cars. The LHA recommend that the existing / proposed number of layby parking spaces are clearly marked out on a revised layout plan detailing exactly how many spaces are available in this layby.***

The LHA recommend that the applicant clarifies how 78 cars were accommodated within the school car park when there only 54 spaces currently available plus a small layby (which is not for parking but for drop offs).

The following table summarises the anticipated parking demand:-

Pupil Nos.	***Staff Nos.***	***Pupil Related Cars***	***Overall Parking Demand (assuming staff nos. remain constant)***	***Actual Parking Demand (Based om Jan 25 Survey) Worst Case***
259	*24*	*38*	*62*	*78*
315	*24*	*46*	*70*	*95*
420	*24*	*62*	*86*	*126*

If this is increased pro-rata with the increase in pupils (from the existing 259 to the full capacity of 315) then this could equate to 46 pupil-related vehicles at this time. The demand for 46 pupil related spaces plus 24 staff cars equates to 70 required spaces. However, if proportioned in line with the actual survey data then 86 spaces would be required on site.

Based on the above table, the actual parking demand to cater for peak times based on the submitted parking survey is as follows:-

Pupil Nos.	***Actual Parking Demand (Based om Jan 25 Survey) Worst Case***
259	*78*
315	*95*
420	*126*

It is likely that implementation of a Travel Plan at the school, to encourage active travel and, in particular, car sharing, could reduce the impact of car-borne trips to the school. ***The LHA consider that the implementation of a Travel Plan may increase car sharing, increased walking / cycling to school but have concerns as to the future level of reliance on the use of cars by staff / parents even with the proposed measures / targets being included in the Travel Plan. If such targets cannot be achieved along with additional adequate parking provision then it is likely that overspill parking will occur on the neighbouring streets which is a concern.***

This quantum of vehicles could be achieved with the school operating at its current capacity, operating in the same manner with the Phase 1 proposals operational. ***The LHA would query this statement as indicated above.***

Importantly, the school benefits from approval for its current capacity (315 pupils).

The LHA consider that the school currently has inadequate parking based on the submitted parking beat survey which currently requires parking in the drop off only layby and blocking in of existing spaces by those who can't find a space.

The above summary highlights that on a pro-rata basis at this school that to accommodate 259 pupils requires approximately 78 parking spaces, the uplift to the already consented 315 pupils would require approximately 95 spaces and for the proposed uplift to 420 pupils there would be a requirement for approximately 126 spaces. However, the demand for parking at the site may be reduced if the proposed Travel Plan measures are effective at encouraging modal shift or the staggering of pupil class times is implemented.

The LHA requests clarification how the predicted parking demand will be accommodated within the school grounds (ie/ plan indicating additional marked out parking spaces), even with the Travel Plan measures being delivered (which is not guaranteed) without resulting in any significant overspill of parking onto the adjoining streets.

The Phase 1 proposals are those which would be implemented first and would include a commitment to a Travel Plan.

The Travel Plan would seek to increase the active travel mode share and, also, encourage car sharing to reduce the traffic impacts of pupil-related and staff vehicles on the local highway network. The implementation of the Travel Plan should result in a reduction in the number of pupil-related and staff vehicles associated with the school and

aid with the delivery of Phase 2. ***The LHA consider that the implementation of a Travel Plan may increase car sharing, increased walking / cycling to school but have concerns as to the future level of reliance on the use of cars by staff / parents even with the proposed measures / targets being included in the Travel Plan. If such targets cannot be achieved along with additional adequate parking provision then it is likely that overspill parking will occur on the neighbouring streets which is a concern.***

PHASE 2 PROPOSALS – 420 PUPILS

Phase 2 would result in an increase in pupils over the currently approved baseline of 315.

It is important to note that Phase 2 has been allowed for within the current submission, however this would be subject to the necessary needs assessment and consultation and is included as a futureproofing exercise.

Applying a pro-rata forecast to the morning drop-off, the following car park occupancy is Forecast:-

- Staff – 32 spaces (420/315 x 24 staff and visitor)

- Pupils – 49 spaces (420/315 x 37 pupil-related vehicles from baseline).

The total peak AM parking demand is forecast to be 81 spaces. This is materially similar to the peak pick-up demand from the baseline which currently occurs for 78 spaces.

The parking beat survey identified the following peak number of cars parked within the school grounds during the am (drop off times) and pm (pick-up times):-

08:50 - 55 cars

14:50 – 78 cars

The submitted application form indicates that no additional staff will be employed as a result of the development ie/ remain at 34.5 total full time equivalent staff. The LHA would ask the applicant to provide a revised site layout plan indicating adequate parking provision within the curtilage of the development site in accordance with LPGN 16 requirements and confirmation that no additional staff will be employed at the site as a result of the proposed development given that up to 160 additional pupils may potentially be accommodated at the site.

School Travel Plan

The submitted School Travel Plan includes a number of targets / measures to improve both staff and pupils choice of modes of travel to the school:-

In January 2025, a hands up survey was undertaken for pupils to ascertain the method of travel to school which is utilised for pupils. A total of 190 pupil responses were received, which are summarised below:-

Mode	Number	Percentage (%)
Car	144	75.8
Bus	1	0.5
School transport	0	0
Foot	41	21.6
Cycle	1	0.5
motorbike	0	0
Other (such as scooter)	3	1.6

In addition, a total of 32 staff questionnaires were returned which are summarised below:-

Mode	Number	Percentage (%)
Walk	6	19
Cycle	1	3
Bus	0	0
Car share passenger	2	6
Car share driver	2	6
Dropped off / picked up	1	3
Car Drive (not car sharing)	20	63
Motorcycle	0	0

Car Parking Management



For Phase 2, the car parking spaces are proposed to be managed as follows:
• Green (Staff) – EV charging spaces (5 in total, including 1 disabled). These spaces would be prioritised for car sharing;
• Blue (Staff) – Car sharing priority spaces without EV charging (4 in total). These spaces result in 10 total car parking spaces being prioritised for car sharing;
• Red (Staff) – Staff car parking which is not car share priority (17 in total).

The total number of car parking spaces which are shaded equate to 26 spaces which would predominantly be utilised for staff and visitors.

The residual spaces within the car park would be available for general use, including the drop-off and pick-up of pupils from the school.

By allocating the staff spaces around the outer edge of the car park means that pick-up and drop-off is most likely to occur within one side of the car parking aisle. By allocating the spaces in this way, the pick-up and drop-off movements should all be turning in and out of spaces from the same side of the aisle – with reduced opportunity for cars to be reversing back towards each other from opposite sides of the aisle.

The one-way aisle means that pupil-related vehicles which require a parking space are able to circulate the car park without needing to undertake a 3-point turn at the end of an aisle and can access all spaces without entering a second parking aisle.

Timing

The Car Park Management Strategy would be implemented for Phase 2. It should be noted that Phase 2 is unlikely to result in the school operating at its full (increased capacity) within the initial years and, consequently, the Car Park Management Strategy can be reviewed and updated as the school fills up.

Summary

It is proposed to implement a Car Park Management Strategy prior to the occupation of Phase 2.

The proposed strategy prioritises 26 spaces for staff, including one disabled (including EV charging), four EV charging (prioritised for car sharers), 4 car sharing priority spaces (no EV charging) and a further 17 spaces.

The residual spaces within the car park would be available for general use, including the drop-off and pick-up of pupils from the school.

The Car Park Management Strategy would be implemented for Phase 2. It should be noted that Phase 2 is unlikely to result in the school operating at its full (increased capacity) within the initial years and, consequently, the Car Parking management Strategy can be reviewed and updated as the school fills up.

If the application is supported, the LHA recommend that a Car Parking Management Plan (CPMP) is required prior to occupation of Phase 1 and addresses the issues raised in this response in respect of adequate parking provision.

Comments on Travel Plan from WCBC Active Travel Section as follows:-

Responsibility for the Travel Plan should also include a member of the School Governors to reduce the chance that the Plan would fall off the list of work streams if there were changes/ members of staff left. ***The LHA recommend that this detail is included in a revised Travel Plan.***

Isochrones - it would have been useful to have the pupil home addresses mapped to show how many live within the 1 and 2 mile zones. ***The LHA recommend that this detail is included in a revised Travel Plan.***

Targets - Given only 24% travel actively now, the short term target of 5% is low. The national average for active travel to school is 48%. The plan does not note the length of time it is foreseen that the targets will take to be met, ie. How long is short term and long term? Studies show that 10% increase is possible quite quickly through behaviour change programmes - the issue with

schools is that there is a need to continue the work to ensure new families and older pupils are encouraged to take up active travel and this is why embedding behaviour change for active travel and public transport into the school culture is key. ***The LHA recommend that this detail addressed is in a revised Travel Plan.***

The maths in 5.2.12 is not correct, should read 28.7% for the short term (5% increase) and then 33.7% for the long term (10% increase). ***The LHA recommend that this detail addressed is in a revised Travel Plan.***

6.2.1 Measures to be implemented

Cycle parking

The plan does not state how many cycle spaces there will be but from AT Guidance:
Separate provision for staff and students.
This should be based on travel plan mode share targets, minimum:
Staff: 1 per 20 staff = 2 - I would suggest lockers to ensure their cycles are safe and possibly allows them to store some kit.
Students: 1 per 10 students = 42
If the storage is not going to be accessible to visitors, 1 cycle parking hoop should also be made available.
These should all be as close as possible to the school entrance and visible to visitors as well as, ideally, office staff so as to support feelings of security.
The LHA recommend that this detail is included in a revised Travel Plan and detailed on a suitably scaled layout plan.

EV charging won't do anything to alleviate the number of vehicles and if free to charge, may actually mean staff members/visitors are more likely to drive.

The school already takes part in Cycle training with WCBC's external providers with good numbers participating. The school were offered the opportunity to take up Child Pedestrian Training last year but did not respond to contact.

Schools have recently been offered the opportunity to trial walking buses but this school did not put themselves forward. The active travel team and Healthy Schools team within WCBC will be willing to support the school with programmes to support safe active and sustainable travel.

There are no immediate plans to improve routes in the area, however route Wrex-Rhos-P0015 has failed on a re-audit and will require installation of dropped kerbs, tactile paving, removal/re-positioning of street furniture and removal of access barriers. Future routes in the area are for development in the next 5 years, and the active travel team would be glad of the opportunity to work with the school and the local community to improve routes when monies allow.

Swept Path of Refuse Vehicle

The submitted Transport Assessment includes a swept path plan of a refuse vehicle entering / exiting the site. ***The LHA will require further details on the size / length of such a vehicle on a separate scaled swept path plan travelling in accordance with the current one way system.***

The extract plan (fig 8.1) appears to indicate the vehicle exiting the wrong way out of the site ignoring the proposed one way system. ***The LHA recommend that this detail is clarified.***

Public Footpaths

Public Rights of Way PROW no. 2 & 7 Rhosllanerchrugog run through the development site and should not be interfered with. The LHA strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Construction Traffic Management Plan

The LHA understand that the school will continue to operate during both Phase 1 & Phase 2. The LHA would raise concerns as to where contractors will park during the construction phase given the limited existing parking provision at the school and the parking demand highlighted by the submitted parking beat survey.

It is important that adequate additional parking & turning provision is provided for contractors during the construction phase to prevent any overspill parking on the neighbouring streets.

If the application is supported, the LHA recommend any permission includes the following condition:-

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.

Conclusion

In summary, the LHA would raise concerns over the adequacy of the existing / proposed parking provision and the potential for future on-street parking issues in the vicinity of the site.

Current pedestrian crossing facilities on the approach to the main school access via Heol Caradoc are sub-standard. If the application is supported, the LHA recommend that a condition is included which requires appropriate improvements leading to the site.

The WCBC Active Travel Section have reviewed the submitted Travel Plan and concluded that it not acceptable in its current form. The LHA recommend the applicant addresses the issues raised above.

In conclusion, the LHA request the following information:-

- **Pedestrian Crossing Improvements**

  If the application is supported, the LHA recommend the applicant provides appropriate alternative tactile crossing points in this location and removes any existing sub-standard dropped kerbs. This will involve the provision of 4 appropriate dropped kerbs / tactile crossing points across the approaches to the mini roundabout along Glanrafon & Heol Caradoc. The LHA recommends the applicant indicates this detail on a suitably scaled plan.

- **Transport Assessment / Parking Beat Survey**

  The submitted Parking Beat Survey includes a statement that options will be reviewed for increased staggering of age groups to reduce overlap between years R, 1 and 2 with years 3, 4, 5 and 6. This could provide a further reduction in parking intensity. ***The LHA request further details on how this will be implemented and the estimated impact in respect of on-street parking numbers in the morning and at the end of the day.***

- **Parking Provision**

  It is considered that the proposed development has the potential to increase parking demand at the site given the potential increase in pupils to 315 pupils and up to 420 pupils. ***The LHA consider that there is insufficient parking provision on site as it stands although it does not appear to be causing any significant overflow parking issues on adjoining streets, the LHA have witnessed indiscriminate and obstructive parking within the school car park due to insufficient car park availability (with marked out spaces).***

  The LHA also recommend that any permission includes the requirement to provide further on-site parking provision should on-street parking issues relating to the school become unacceptable either as a result of Phase 1 or Phase 2.

  The submitted application form indicates that no additional staff will be employed as a result of the development ie/ remain at 34.5 total full time equivalent staff. ***The LHA requests the applicant provides a revised site layout plan indicating adequate parking provision within the curtilage of the development site in accordance with LPGN 16 requirements and confirmation that no additional staff will be employed at the site as a result of the proposed development. Any increased parking numbers must reflect the anticipated parking demand based on the submitted parking beat survey.***

- **Lay-by / Dropping off Point**

  During the afternoon pick-up, the peak car park capacity was 78, of which 54 are assumed to be pupil-related (based upon 24 staff and visitor spaces being utilised throughout the day). ***The submitted existing & proposed site layout plans only appear to indicate a short layby area on the left hand side as vehicles enter the school access (one way system). This layby would only appear to accommodate around 4 – 5 cars. The LHA recommend that the existing / proposed number of layby parking spaces are clearly marked out on a revised layout plan detailing exactly how many spaces are available in this layby.***

  The LHA recommend that the applicant clarifies how 78 cars were accommodated within the school car park when there only 54 spaces currently available plus a small layby (which is not for parking but for drop offs).

- *The LHA consider that the school currently has inadequate parking based on the submitted parking beat survey which currently requires parking in the drop off only layby and blocking in of existing spaces by those who can't find a space.*

  The anticipated parking summary highlights that on a pro-rata basis at this school that to accommodate 259 pupils requires approximately 78 parking spaces, the uplift to the already consented 315 pupils would require approximately 95 spaces and for the proposed uplift to 420 pupils there would be a requirement for approximately 126 spaces. However, the demand for parking at the site may be reduced if the proposed Travel Plan measures are effective at encouraging modal shift or the staggering of pupil class times is implemented.

  The LHA requests clarification / justification how the predicted parking demand will be accommodated within the school grounds (ie/ plan indicating additional marked out parking spaces), even with the Travel Plan measures being delivered (which is not guaranteed) without resulting in any significant overspill of parking onto the adjoining streets.

- *Comments on Travel Plan from WCBC Active Travel Section as follows:-*

Responsibility for the Travel Plan should also include a member of the School Governors to reduce the chance that the Plan would fall off the list of work streams if there were changes/ members of staff left. ***The LHA recommend that this detail is included in a revised Travel Plan.***

Isochrones - it would have been useful to have the pupil home addresses mapped to show how many live within the 1 and 2 mile zones. ***The LHA recommend that this detail is included in a revised Travel Plan.***

Targets - Given only 24% travel actively now, the short term target of 5% is low. The national average for active travel to school is 48%. The plan does not note the length of time it is foreseen that the targets will take to be met, ie. How long is short term and long term? Studies show that 10% increase is possible quite quickly through behaviour change programmes - the issue with schools is that there is a need to continue the work to ensure new families and older pupils are encouraged to take up active travel and this is why embedding behaviour change for active travel and public transport into the school culture is key. ***The LHA recommend that this detail is addressed in a revised Travel Plan.***

The maths in 5.2.12 is not correct, should read 28.7% for the short term (5% increase) and then 33.7% for the long term (10% increase). ***The LHA recommend that this detail addressed is in a revised Travel Plan.***

If the application is supported, the LHA recommend that a suitably worded condition is included which requires the applicant to monitor the progress of this aspiration on an annual basis for a minimum of 10 years of the development being brought into use and proposed mitigation measures should these targets not be met. This should include the requirement to provide further on-site parking provision should on-street parking issues relating to the school become unacceptable. The LHA recommend that this detail is included in a revised Travel Plan.

6.2.1 Measures to be implemented

Cycle parking

The plan does not state how many cycle spaces there will be but from AT Guidance: Separate provision for staff and students. Any proposed cycle parking provision will need to be provided in accordance with AT Guidance standards.

This should be based on travel plan mode share targets, minimum:
Staff: 1 per 20 staff = 2 - I would suggest lockers to ensure their cycles are safe and possibly allows them to store some kit.
Students: 1 per 10 students = 42
If the storage is not going to be accessible to visitors, 1 cycle parking hoop should also be made available.
These should all be as close as possible to the school entrance and visible to visitors as well as, ideally, office staff so as to support feelings of security.
The LHA recommend that this detail is included in a revised Travel Plan and detailed on a suitably scaled layout plan.

- **Swept Path of Refuse Vehicle**

  The submitted Transport Assessment includes a swept path plan of a refuse vehicle entering / exiting the site. ***The LHA will require further details on the size / length of such a vehicle on a separate scaled swept path plan travelling in accordance with the current one way system.***

  The extract plan (fig 8.1) appears to indicate the vehicle exiting the wrong way out of the site ignoring the proposed one way system. ***The LHA recommend that this detail is clarified.***

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical