

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0299 Res(3)	Your Ref:	P/2024/0299
Date:	22/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU MAES PARCIO YNG NGHEFN YR YSGOL / CONSTRUCTION OF CAR PARK TO REAR OF SCHOOL

BERSHAM HALL BERSHAM ROAD BERSHAM WREXHAM

Grid Ref: E 331285 N 349302

I refer to your consultation / email dated 11/11/2024 including revised Technical Note (Rev 06) – Dated 08/11/24 from SCP in respect of the above.

Access

The proposed development site is accessed off Bersham Road which is a classified road subject to a 20mph speed limit. This section of Bersham Road is traffic calmed in the form of priority working buildouts and speed cushions.

Based on speeds of 20mph, any proposed / existing access in this location would require visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in the westerly direction (due to build out) and to the nearside edge of the adjoining highway in the easterly direction. Visibility from the existing access is adequate providing splays in excess of the above requirements.

The existing access is approximately 4.6m wide and is surfaced with hard bound materials. Given the horizontal alignment of the access, it does not appear possible for the access to accommodate 2 cars passing simultaneously. During a site visit on 13/09/2024 at around 15:15 when school finishes for the day and pick-ups occur, a member of staff was observed controlling the traffic in and out of the site / access. They stood just inside the access and directed a significant number of cars, mini buses and taxis in and out of the access independently to avoid conflict of vehicles. **This clearly demonstrated that the access is not currently of sufficient design / layout to accommodate the simultaneous passage of such vehicles. It would therefore be difficult for the LHA to support any proposed development at the site that would result in any significant increase in vehicle movements through this access without adequate improvements being carried out.**

It is understood that the applicant intends widening the existing access to 7m along with widening of the existing internal access road up to the internal access (out only – give way) which is considered to be a significant improvement on existing access arrangements. The revised layout plan (Drg. No. SCP/230585/F01 Rev G indicates the provision of 2.4 x 25m visibility splays in both directions measured to the nearside wheel-track from the modified access which is considered adequate.

It is understood that the applicant wishes to improve both access and parking arrangements at the site by constructing an additional road / track just inside the entrance which links up to the existing hard standing / parking area fronting the school. This is intended to operate as a one way system into the site, exiting using the existing lane out. It is understood that any vehicles exiting the site using the existing internal road will give way to vehicles entering the site. Appropriate signing within the site (ie/ one way, no-entry signs) have been indicated on the submitted layout plan (Drg. No. SCP/230585/F01 Rev G). The LHA recommend that you consult with our Welsh Language Strategic Officer (Stephen Jones) on any bi-lingual signage requirements.

However, in reality the cars giving way exiting the site cannot see what is entering the site from the south westerly direction off Bersham Road and vice-versa as inter-visibility between these vehicles is impeded by the existing stone boundary wall fronting the site. This could be significantly improved by lowering the wall to max 1m above carriageway level, (up to existing telegraph pole), widening of access / dropped kerb and removal / lowering of any vegetation, signage behind the wall. The submitted Technical Note indicates that the wall to the west of the access will be lowered up to the telegraph pole to a maximum height of 1m which is beneficial. However, this would need to include the removal of any obstructions/ vegetation, signs behind the wall between the internal access (give way) and boundary wall. **The Local Highway Authority (LHA) recommend that this detail is indicated / annotated on a revised layout plan to ensure vehicles entering from the south west off Bersham Road have clear inter-visibility to vehicles waiting at the internal give way junction / access.**

There is also an existing visibility issue between cars exiting the internal access / give way and the access to the single property located just inside the main access. It is the LHA's understanding that the applicant is willing to remove the vegetation between the two access points to provide adequate visibility. **This detail has been indicated on the revised layout plan (Drg. No. SCP/230585/F01 Rev G).**

The revised layout plans (Drg. Nos. SCP/230585(ATR01 Rev B & SCP/230585/F01 Rev G) indicate the swept path movements of 2 large cars passing each other simultaneously at the access and into the site based on widening the existing access to 7m and widening of the internal access road up to the internal access (out only – give way). The swept path plan also indicates how an 11.2m long refuse vehicle accesses the site. The swept paths indicated are acceptable and considered to be a significant improvement on the existing access arrangements.

The access is gated at 4.8m behind the adjoining carriageway. It is understood that these gates are left open throughout the day and closed at night when vehicle movements cease.

Any proposed modifications to the existing access / dropped kerbs will require a minimum 5m of hard bound paving behind the highway boundary. The installation of an Aco drain or similar across the access would be beneficial to intercept any private surface water run-off.

Traffic Generation

It is the LHA's understanding that should these proposals be put into place it is likely to result in an increase in vehicle movements through the existing school access. As indicated on the revised layout plans, the applicant is proposing to widen this restricted section of the existing entrance to improve access which would be a significant improvement on the existing access arrangements.

Parking and Turning Provision

The existing car park at the school has around 11 spaces. It is understood that due to the limited parking provision at the site for staff, parents, carers, that an agreement is in place with the adjoining bowling club to utilise their existing car park. However, a planning application (ref: P/2023/0662) is currently being considered for the redevelopment of the Bersham Sports & Social Club to provide 9 no. dwellings. As part of these proposals, the existing parking area associated with the club (part used by the school) will be removed. This loss of parking at the club is intended to be offset by providing the proposed car park at the school and to minimize the potential for on street parking. It is also understood that the school has previously increased the number of children at the school from 50 to 80 which required 5 additional staff members which has inevitably resulted in an increase in parking demand at the school.

The submitted Technical Note indicates that the school has a gross floor area of 1244m². Based on LPGN 16 – Class D1 Use requirements, a standard school would require a maximum of 52 spaces. It is proposed to provide 25 no. additional parking spaces at the school equating to a total of 36 spaces at the site.

Although this would appear to represent a significant shortfall in parking provision compared with maximum standards, it is accepted that the school is a special needs educational facility which does not have the same level of traffic generation and parking demand as a standard school. The loss of existing parking at the Bersham Sports & Social Club club for the school is intended to be offset by providing the proposed car park at the school and is viewed as beneficial to minimize the potential for on street parking in this area.

The existing and proposed parking spaces indicated on the submitted plans (Drg. Nos. SCP/230585/SK02 & SCP/230585/D01 Rev F) are considered acceptable. However, no provision has been made for spaces laid out to mobility standards ie/ LPGN 16 – minimum 10%.

The LHA recommend that any existing / proposed parking spaces are suitably marked out using white lining materials in accordance with LPGN 16 requirements and provide appropriate spaces to mobility standards. This detail shall be indicated on a revised layout plan.

Active Travel

No details appear to have been provided in respect of existing and proposed cycle parking provision / storage at the development site in accordance with LPGN 16 requirements. **The LHA recommend the applicant provides further clarification / details in respect of the above details and includes a suitably scaled plan indicating this provision.**

In Conclusion

The LHA requests the applicant submits the following information:-

- The submitted Technical Note indicates that the wall to the west of the access will be lowered up to the telegraph pole to a maximum height of 1m which is beneficial. However, this would need to include the removal of any obstructions/ vegetation , signage behind the wall between the internal access (give way) and boundary wall.
The Local Highway Authority (LHA) recommend that this detail is indicated / annotated on a revised layout plan to ensure vehicles entering from the south west off Bersham Road have clear inter-visibility to vehicles waiting at the internal give way junction / access.

- **The LHA recommend that any existing / proposed parking spaces are suitably marked out using white lining materials in accordance with LPGN 16 requirements and provide appropriate spaces to mobility standards. This detail shall be indicated / annotated on a revised layout plan.**
- No details appear to have been provided in respect of existing and proposed cycle parking provision / storage at the development site in accordance with LPGN 16 requirements. **The LHA recommend the applicant provides further clarification / details in respect of the above details and includes a suitably scaled plan indicating this provision.**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being asked to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*
 - *No surface water from the applicants site should be allowed to drain onto the public highway,*
 - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings from spreading.*
 - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.

A handwritten signature in black ink, appearing to read 'P. Palmer', is centered on a light yellow rectangular background.

On behalf of Chief Officer, Environment & Technical