

Technical Note

Proposed Car Park Extension

Bersham Hall, Bersham Road, Wrexham

Our reference: LB/230585/TN01 – Rev07

Author: Liam Bessell

Reviewed: Peter Todd

Date: 18 December 2024

Introduction

1. SCP have been appointed by is Bersham Schools Ltd. to provide specialist transport planning and engineering advice in support of a car park extension to the rear of Bersham Hall, Bersham.
2. Bersham Hall is a special needs educational facility which caters for children from 7-17 years old. The school currently accommodates 80 pupils and has been doing so since developing the 1st floor several years ago. The school are not looking to increase the capacity of its pupils at the site and there will be no increase in overall trip generation associated with school. As a result, this TN and the application support the proposed extension to the internal parking and amendments to the existing access only. Further details on the proposals are provided later in this report.

Background

3. A planning application for a similar proposal was submitted to Wrexham Council (WC) in under Local Planning Application (LPA) Ref. P/2022/0699 in August 2022. The application was reviewed by the Highway Officer at WC who provided pre-application comments in a memo dated 13th July 2021 and a formal consultation on the planning application on 31st October 2022.
4. The highway officer raised no objection to the planning application, confirming the following.

“We do not perceive the proposals will detrimentally affect the local highway network, the proposals will help to alleviate parking issues as Identified in the ‘Design Access Statement’.

We do not intend to make any further comment or recommendations on highways grounds”.

5. Notwithstanding the above, the planning application was refused in December 2022 for a number of reasons. Reason for Refusal 4 related to highways and stated the following:-

“In the absence of sufficient details in terms of layout and numbers of parking spaces, the proposal could have a detrimental impact upon highway safety and therefore conflicts with Policies PS4, GDP1 and T8 of the Wrexham Unitary Development Plan, and amplifying Local Planning Guidance Note No.16 'Parking Standards'.”
6. A subsequent planning application was submitted to Wrexham Council in April 2024 under Local Planning Application Ref. P/2024/0299 and the Highways element of the scheme was supported by a Technical Note prepared by SCP.
7. Wrexham Council reviewed the application provided comments in consultation responses dated June 2024 and September 2024.
8. In addition, a planning application has been submitted to WBC under P/2023/0662 for the redevelopment of Bersham Sports & Social Club to provide 9no. residential houses which was approved in June 2024 and the associated works are expected to start in January 2025. As part of the proposals, the existing parking area associated with Bersham Sports & Social Club, where there is currently a neighbourly agreement which allows school staff to use this parking, will be removed. It is anticipated that staff who use the parking at Bersham Sports & Social Club will be displaced onto Bersham Road. This application for extension to the car parking and improvements to the existing access is being provided in order to accommodate the potential displaced parking.
9. This report has been prepared to support the revised planning application, with additional information provide on the layout in order to address highway concerns with the previous application.

Existing Conditions

General

10. The application site comprises Bersham Hall, Bryn Tirion Hall School and associated areas of landscaping and car parking, as shown on **Figure 1** below.

Figure 1 – Site Location Plan



11. The existing site area where additional parking is intended to be provided is shown in **Appendix A**.
12. The site currently provides formal parking for 11 no. spaces at the front of the building, as shown on drawing SCP/230585/SK02 provided in **Appendix B**. These spaces are used by parents/pupils for drop off and pick up using a staggered start / finish time system.
13. Vehicular access to the site is currently provided along Bersham Road via a gated priority access. The existing access is approximately 4.6m wide and is surfaced with hard bound materials.
14. At the request of the Highway Officer, swept path analysis of a car, large refuse vehicle and minibus entering and leaving via the existing access is shown on drawing SCP/230585/ATR01 Rev D provided in **Appendix C**.

Local Highway Network

15. Bersham Road is located along the southern boundary of the site and is a link in the B5099 which connects Wrexham town centre via the A5152 Victoria Road in the east and Rhostyllen in the west.
16. Within the vicinity of the site, Bersham Road has a carriageway width of approximately 6.0m. Footways are provided along both sides of the carriageway and the footway along the northern section of the carriageway terminates to the east of 1 Bersham Road.
17. In the vicinity of the site, Bersham Road benefits from street lighting and is subject to a mandatory 20mph speed limit. Traffic calming features including chicanes and speed bumps are provided in the vicinity of the junction with Berse Lane and Y Ddol.
18. Some on-street parking associated with the surrounding uses takes place along Bersham Road. A planning application has been submitted to Wrexham Borough Council (WBC) under P/2023/0662 for the redevelopment of Bersham Sports & Social Club to provide 9no. residential houses and was approved in June 2024. As part of the proposals, the existing parking area associated with Bersham Sports & Social Club will be removed. In order to avoid parking along Bersham Road, some staff at Bersham Hall currently use this parking area.

Highway Safety

19. The Personal Injury Accident data for the local highway network has been obtained from the online resource Crash Map for the period ending 31st December 2022. The data shows that no accidents occurred at the site access along Bersham Road or within 500m of the site access along the surrounding highway network. As a result, the surrounding highway network is considered to be operating in a safe manner and no further analysis of the accident record is required.

Proposed Development

Car Parking

20. The proposals are for the change of the existing grassed area to the rear of the building into a car parking area and includes 25no. spaces, providing a revised total of 36no. car parking spaces at the site.
21. The total provision includes 2no. disabled parking spaces located to the front of the building and close to the main entrance. The spaces will be designed in accordance with the mobility standards outlined in Local Planning Guidance Note (LPGN) 16 requirements.
22. Both existing and proposed spaces will be marked out with white lining.
23. The proposed parking layout is shown in **Appendix D** and has been developed in order to minimise impact on the existing trees contained within the site. The surfacing of the car park will be constructed in accordance with the specification set out in the arboriculture consultants' report submitted with the planning application.
24. The school currently accommodates 80 pupils and has been doing so since developing the 1st floor several years ago. The school are not looking to increase capacity at the site and therefore it is anticipated that there will be no increase in overall trip generation or parking associated with school.
25. In their consultation comments, the Highway Officer states the following:-

"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.

No details of the existing / proposed floor areas at the school have been provided. The LHA recommend that this information is provided so an assessment can be made in respect of LPGN 16 parking requirements.”

26. This application intends to accommodate both the potential displaced parking and well as the existing overspill parking.
27. The floor areas for Bersham Hall are summarised below:-
 - School Accommodation Main Block 1,019 Sq. M (10,968 Sq. Ft);
 - Dining/Kitchen 76 Sq. M (818 Sq. Ft);
 - Lodge 82 Sq. M (882 Sq. Ft); and
 - Maintenance Building 67 Sq. M (721 Sq. Ft).
28. Notwithstanding this, the school is a special needs educational facility which includes specialist day provision accommodation. There are no parking standards for specialist schools outlined in LPGN 16 and therefore it is not considered appropriate to apply the Council's standards in this instance.
29. The additional parking is required in order to accommodate the anticipated overspill parking demand along the B5099 which will be associated with the loss of parking at the redevelopment of Bersham Sports and Social Club, with works expected to start in January 2025 . The removal of the existing on-road parking within the vicinity of the site will therefore provide an overall betterment to the operation and safety of the local highway network.

Cycle Parking

30. Cycle parking standards are provided in Wrexham's LPGN 16 document. The cycle parking standards for schools are “1 cycle space per 250m² gross floor space”. Based on the school's GFA stated previously, the school should provide a minimum of 5no. spaces.
31. A dedicated and secure cycle store will be provided on the eastern section of the site, adjacent to the large outbuilding, as shown on drawing SCP/230585/F01 Rev G provided in **Appendix E**. The proposed cycle store will include 6no. cycle spaces and therefore exceeds the council's minimum cycle parking requirements.

Vehicular Access

32. Vehicular access to the parking area will be provided via the existing access along Bersham Road which will be widened to 7.0m, as shown on the drawing provided in **Appendix E**
33. The Council's pre-application consultation response on the previous application on junction visibility are detailed below, although no objection was raised on access or visibility grounds.

"Based on speeds of 25mph, any proposed / existing access in this location would normally require visibility splays of 2.4 x 33m 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 in the westerly direction providing a splay in excess of 2.4 x 33m measured to the centerline of the adjoining highway. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 27m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary wall."

34. The proposed improved access arrangement is considered acceptable to serve the site based on the following:-
- Further to the announcement from Welsh Government, the speed limit of Bersham Road has been reduced to 20mph. As shown on the drawing provided in **Appendix E**, the access provides visibility splays of 2.4m x 25m in both directions (drawn 0.5m out into the carriageway due to the nearby chicanes which are also likely to reduce the speed of cars at this location further). All vehicles approaching will therefore be fully visible by vehicles emerging from the access;
 - The officer notes that this is an existing access which already serves the school and allows two-way flow for cars. As detailed earlier, the existing access is operating safely and there is no reason to believe that the junction will operate any less safely with the proposed development in place;
 - Two cars can pass each other along the entire access, as shown on drawing SCP/230585/ATR01 Rev B provided in **Appendix F**;

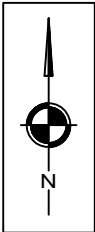
- The access road can accommodate the movements of a large refuse vehicle and mini-bus which are the largest vehicles expected to access the site, as shown on the drawing provided in [Appendix F](#). The number of trips associated with larger vehicles will be very low and refuse vehicle trips in particular will take place outside of peak hours;
- The access will include a 5.0m strip of hard bound paving (set back from the highway) and will include the installation of an ACO drain or similar across the access in order to intercept any private surface water run-off. Further details on this to be agreed at the detailed design stage;
- In order to maintain visibility at the site access, the section of wall located to the west of the access will be reduced to 1.0m in height up to the telegraph pole;
- An internal one-way system will be provided between the existing car park and access along Bersham Road, as shown the drawing provided in [Appendix E](#). The proposed arrangement will allow two cars to pass one-another, encourage internal vehicular free flow and prevent queuing back to the access, Bersham Road and the internal parking area. It is proposed that southbound traffic intending to exit the site will give way to traffic heading northbound intending to access the car park in order to further prevent queuing back to the site access and Bersham Road. The proposed section of internal road will be surfaced in stone chippings and will include illuminated bollards for increase driver visibility. 'One-Way' and 'No Entry' signage will be provided at appropriate locations, as shown on drawing provided in [Appendix E](#). The signage is considered suitable to accommodate the one-way system, particularly given this is a private internal access arrangement; and
- The internal layout will include cutting back of the existing shrubbery/vegetation which will improve intervisibility within the site, as shown on the drawing provided in [Appendix E](#).

Conclusion

35. Having regard to the above, it is concluded that WC Highways' concerns have been addressed and the development, through the removal of on-street parking, will provide an overall betterment to the local highway network. There are no highway or transport related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

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APPENDIX A



REVISIONS			
Rev	Description	Date	By
A	- DETAILS AND SCALE AMENDED	16.02.24	LB



S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client	BERSHAM SCHOOLS LIMITED
Project Title	BERSHAM ROAD, WREXHAM

Drawing Title	EXISTING SITE PLAN
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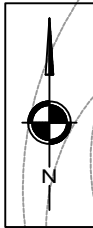
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Date	09.08.2023
Approved/Unapproved	-

By	LB
Checked	PT
Status	PLANNING

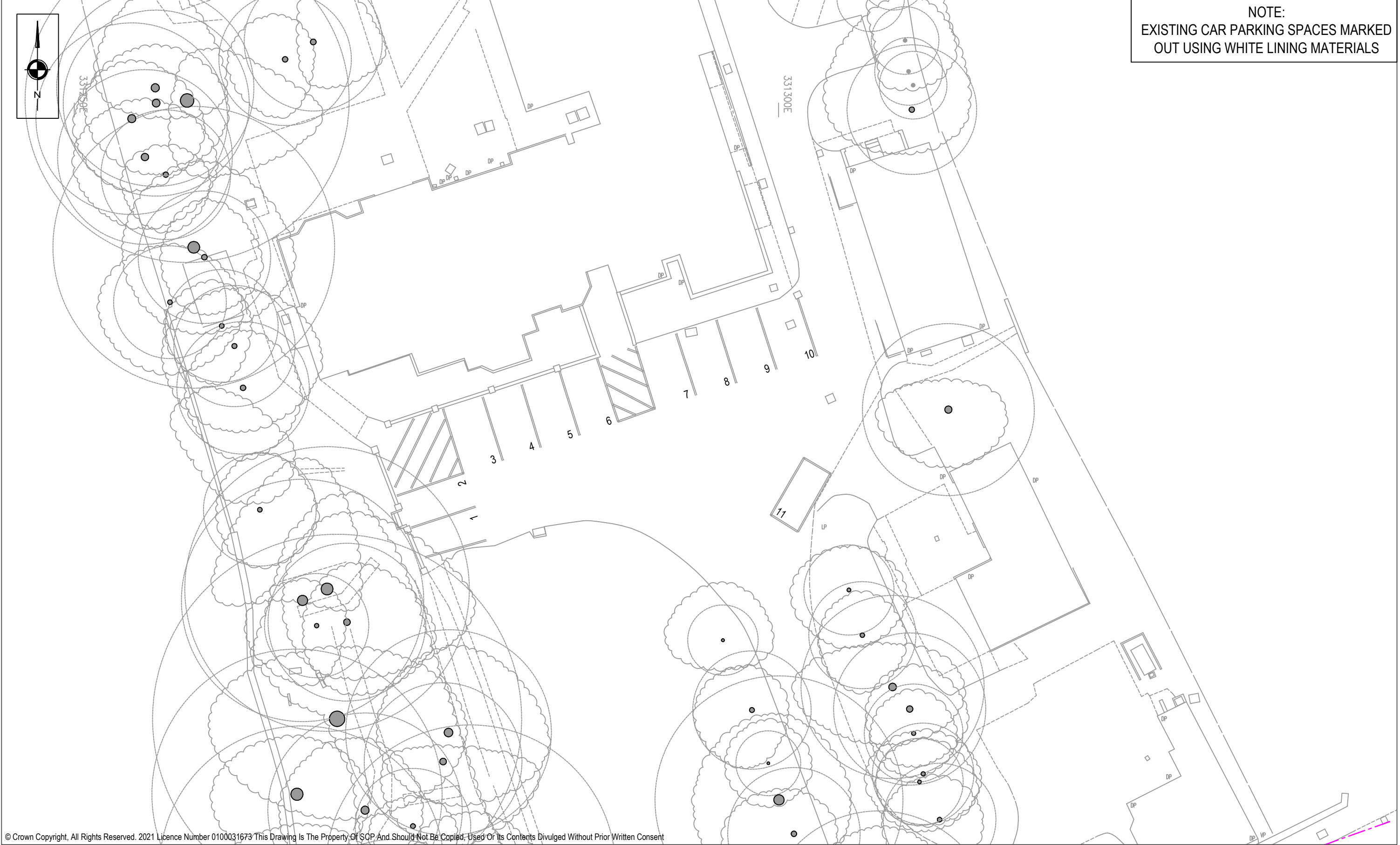
Drawing No.	SCP/230585/D02
Revision	A

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APPENDIX B



NOTE:
EXISTING CAR PARKING SPACES MARKED
OUT USING WHITE LINING MATERIALS



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Rev	Description	Date	By
REVISIONS			

Drawn By:	LD	Date:	02.07.2024
Checked:	LB	Scale@A3:	1:250
Approved:	LB	Status:	PLANNING

Client Name:	QUALITY EDUCATION WITH CARE LTD
Project Title:	BERSHAM ROAD, WREXHAM

Drawing Title:	EXISTING PARKING ARRANGEMENT
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Drawing No.	SCP/230585/SK02
Rev.	-

SCP

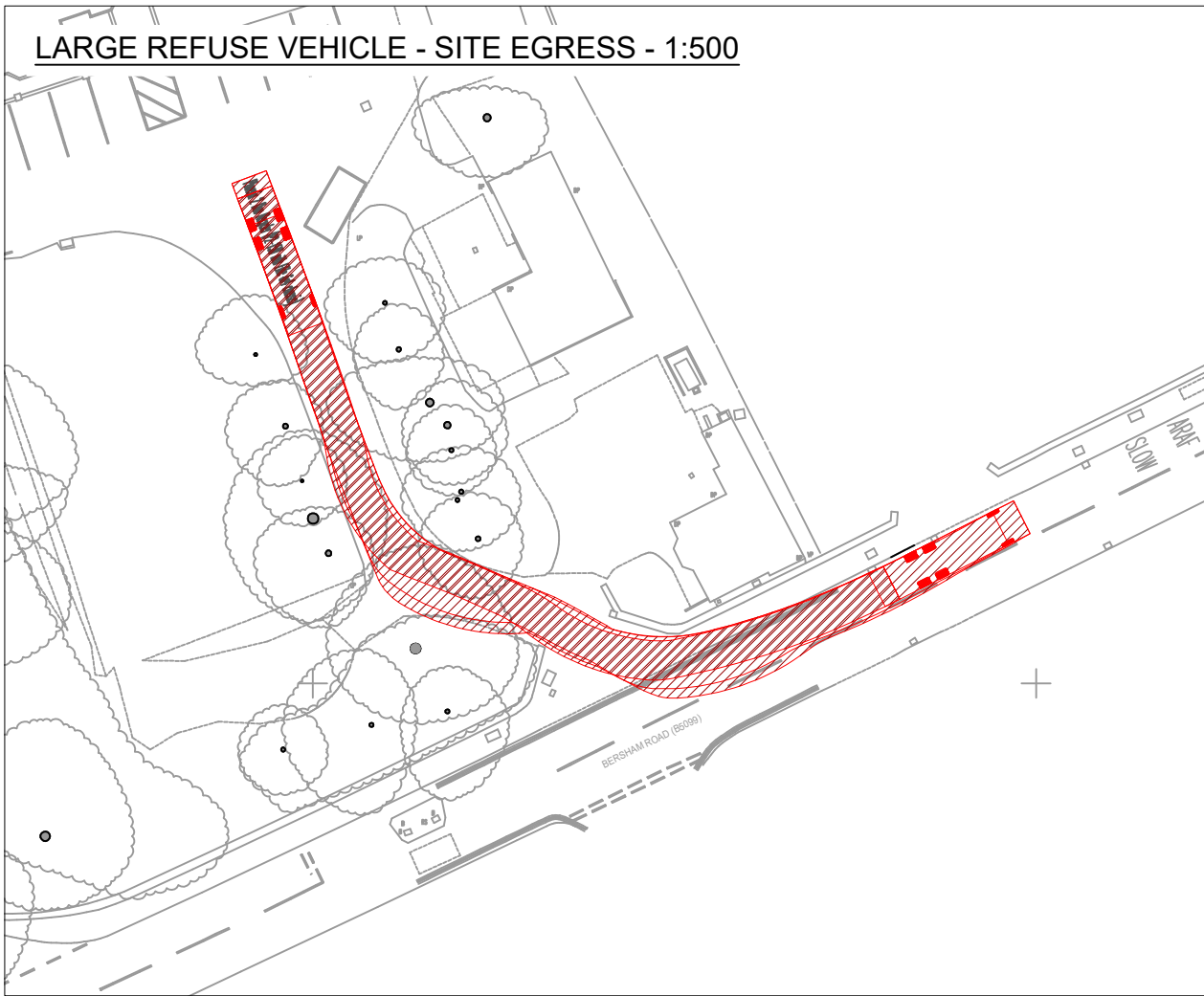
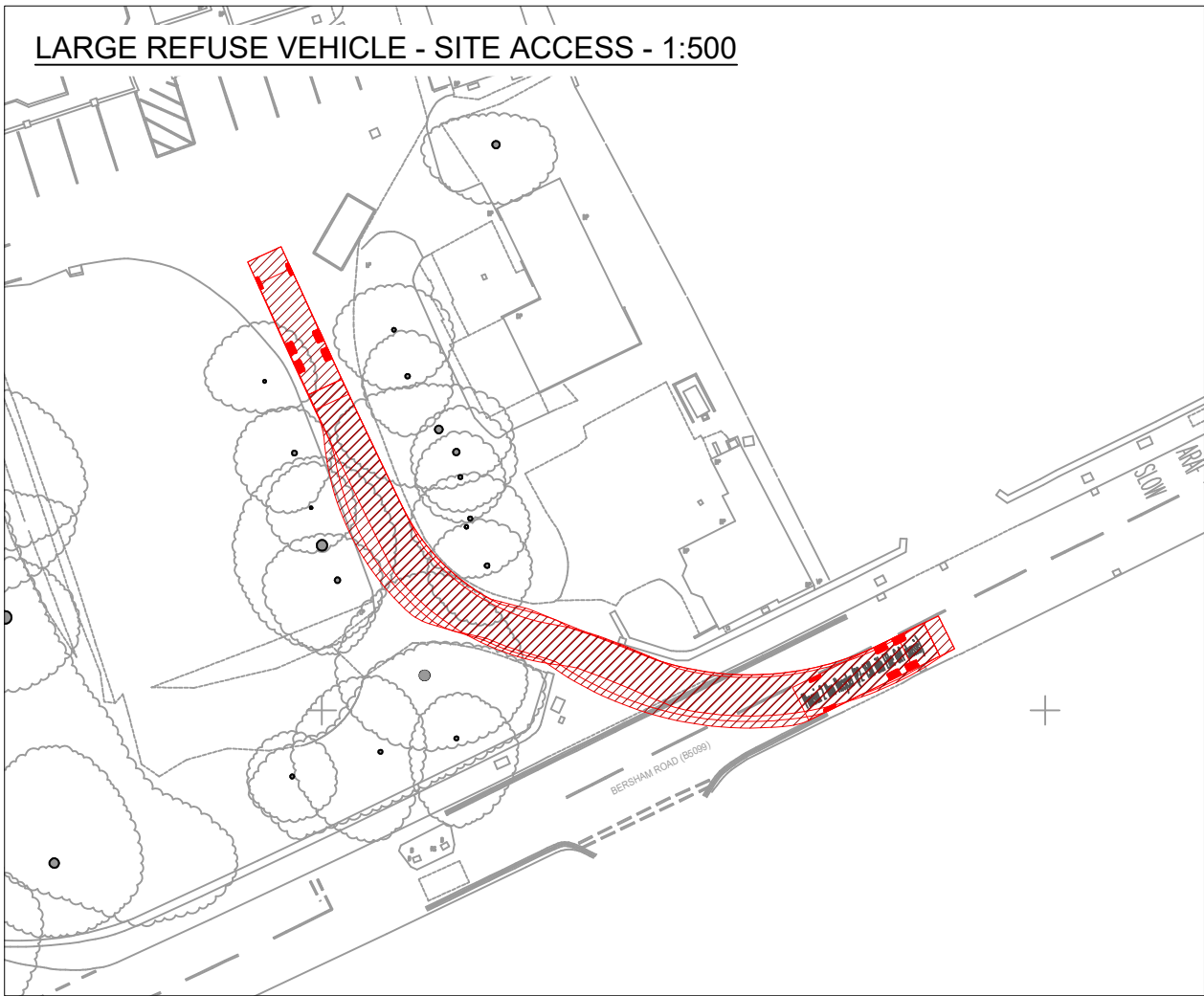
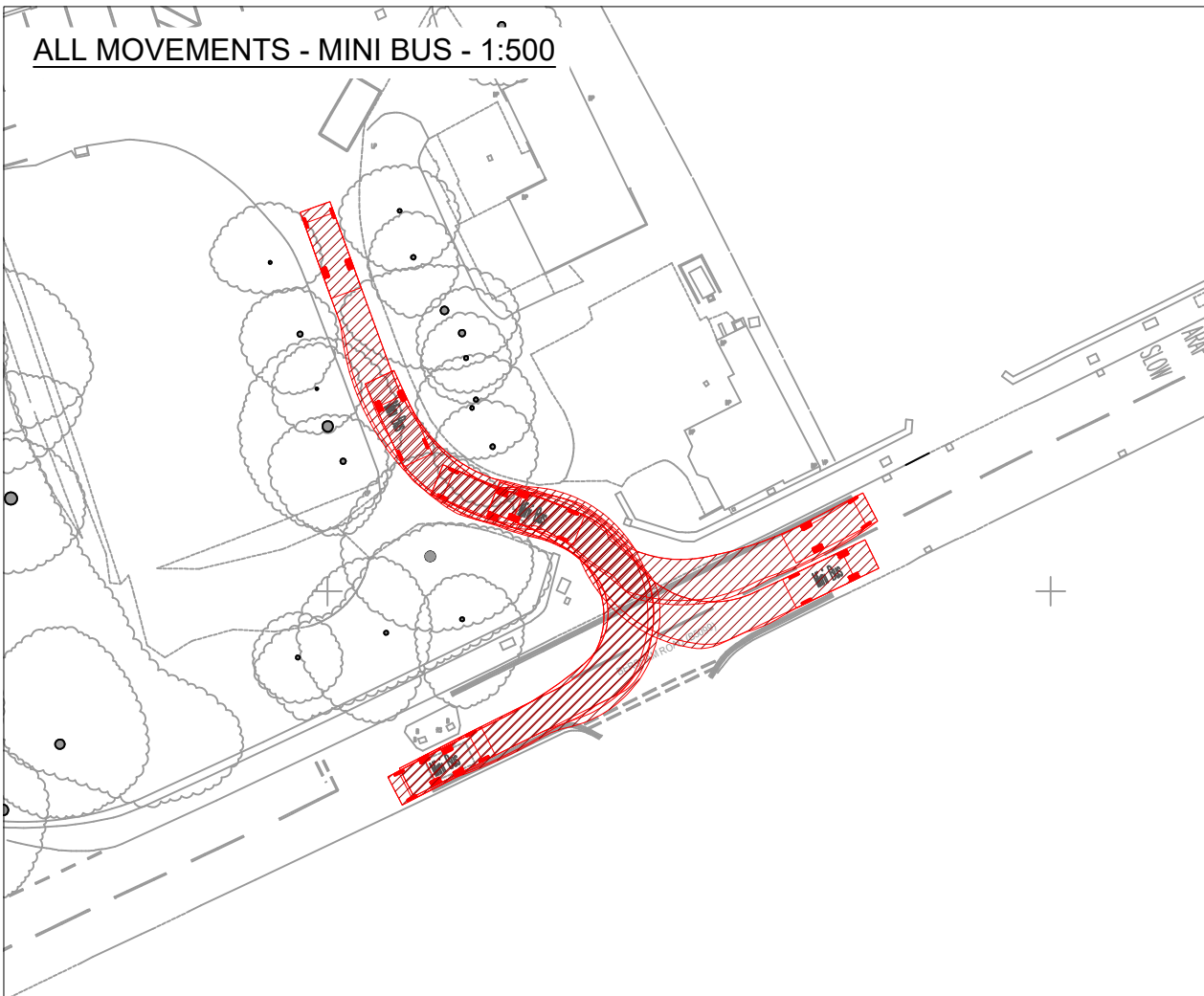
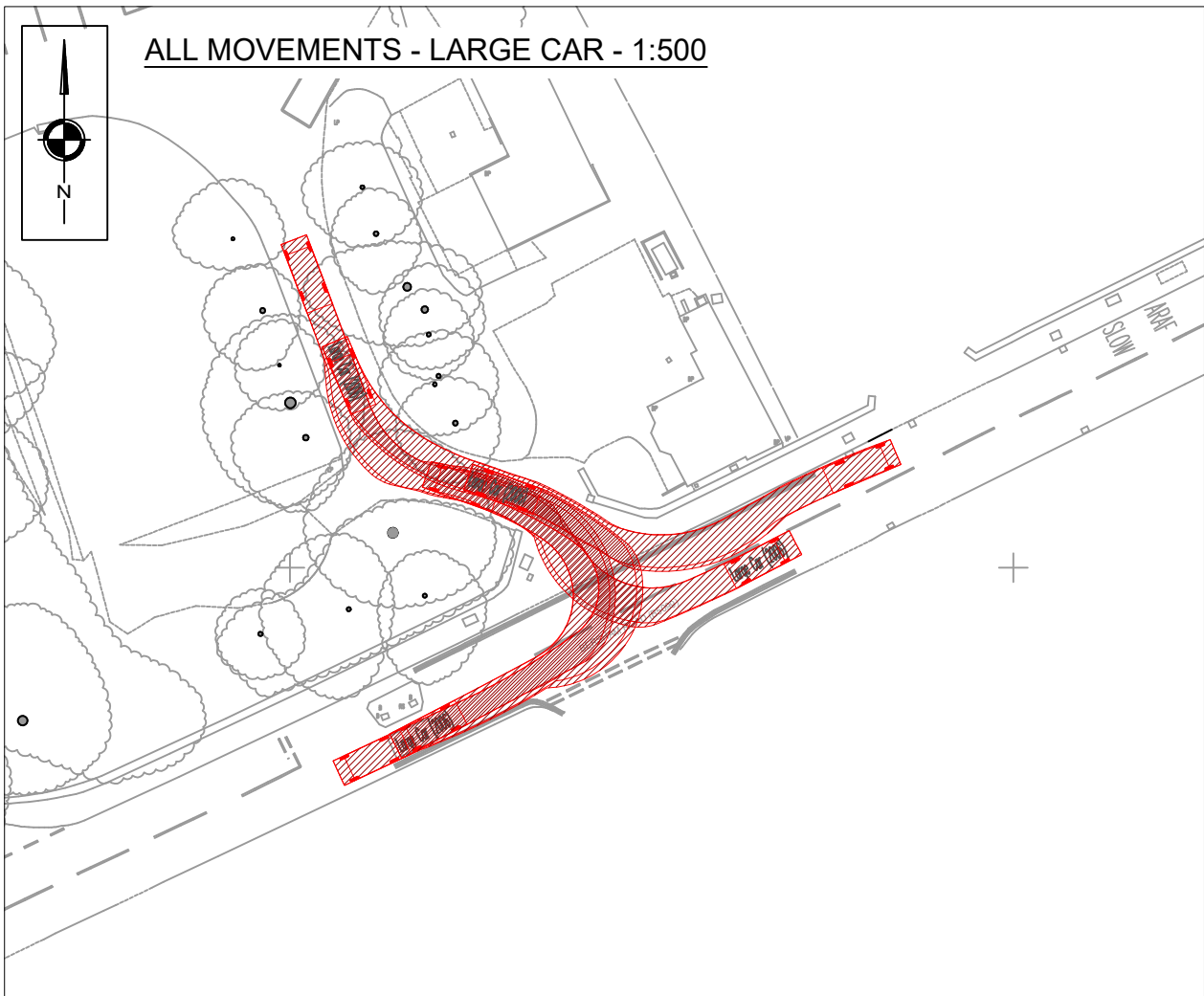
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APPENDIX C



NOTES

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Mini Bus
Overall Length 6.330m
Overall Width 2.192m
Overall Body Height 2.601m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.450m

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

A	GENERAL DRAWING UPDATES	17.12.24	LD
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP
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Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

BERSHAM SCHOOLS LTD

Project Title:

BERSHAM ROAD, WREXHAM

Drawing Title:

EXISTING SITE LAYOUT
SWEEP PATH ANALYSIS

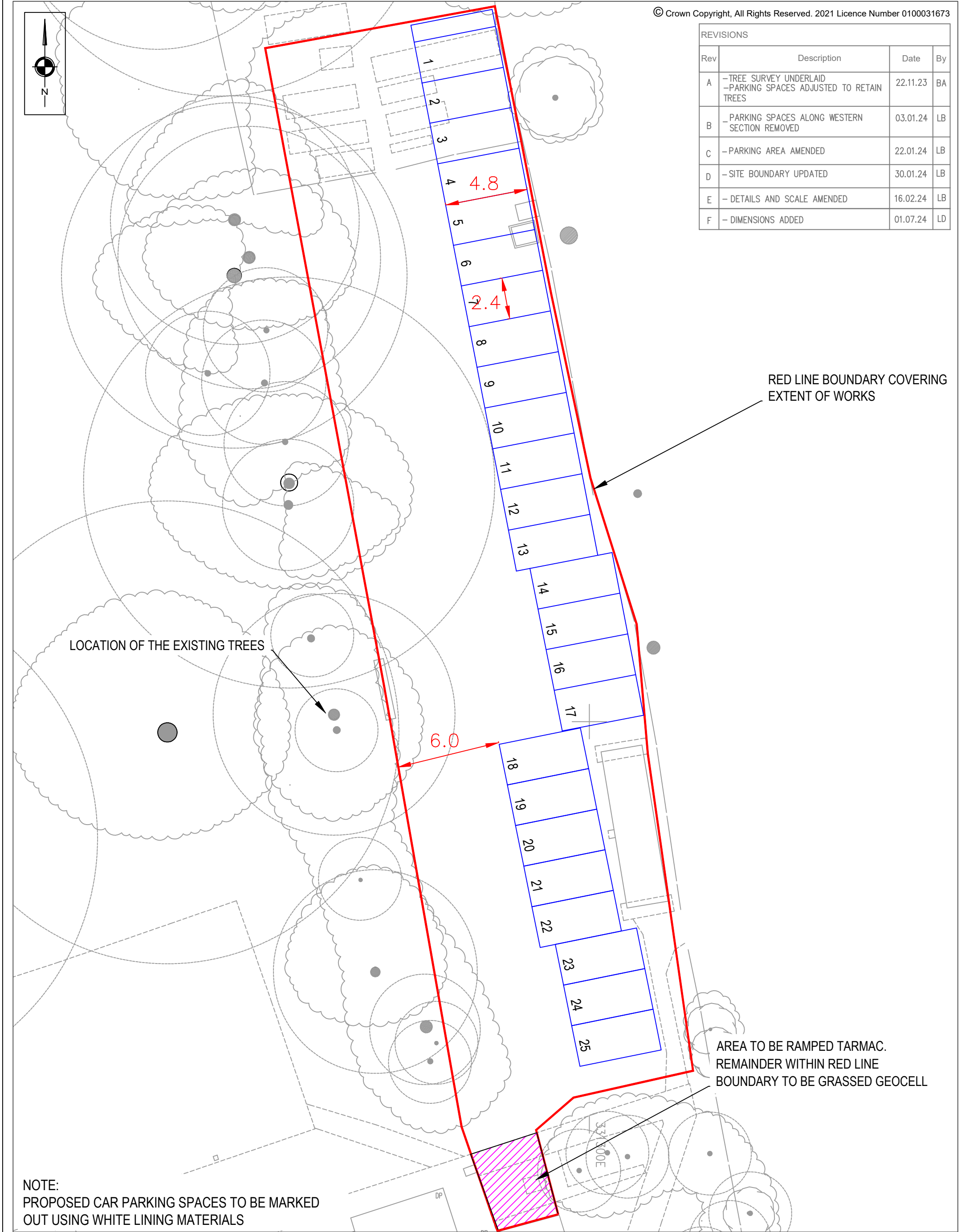
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Checked:	LB	Scale@A3:	1:500
Approved:	LB	Status:	PLANNING

Drawing No.	SCP/230585/ATR02	Rev.	A
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APPENDIX D

REVISIONS			
Rev	Description	Date	By
A	- TREE SURVEY UNDERLAID - PARKING SPACES ADJUSTED TO RETAIN TREES	22.11.23	BA
B	- PARKING SPACES ALONG WESTERN SECTION REMOVED	03.01.24	LB
C	- PARKING AREA AMENDED	22.01.24	LB
D	- SITE BOUNDARY UPDATED	30.01.24	LB
E	- DETAILS AND SCALE AMENDED	16.02.24	LB
F	- DIMENSIONS ADDED	01.07.24	LD

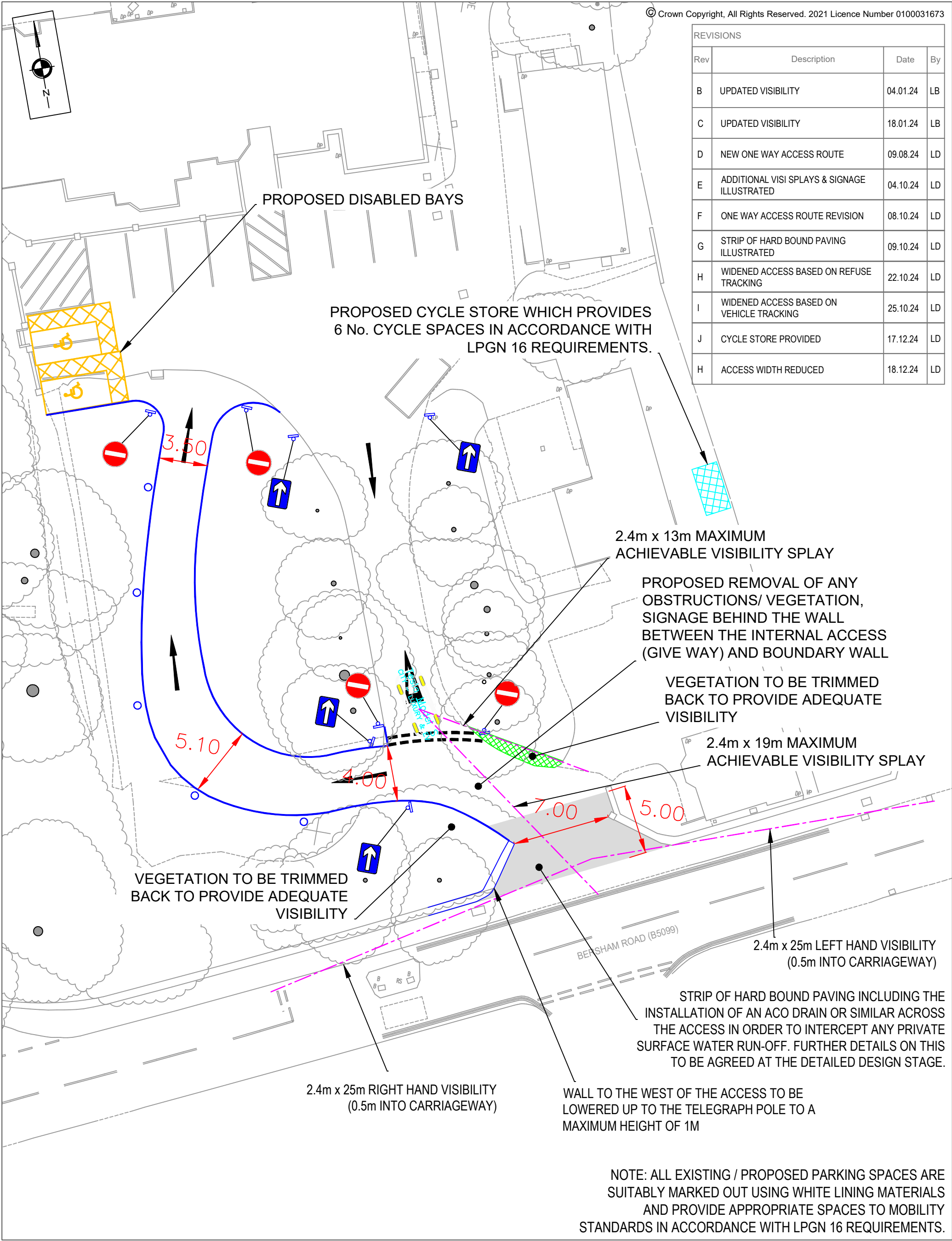


SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client BERSHAM SCHOOLS LIMITED	Drawing Title PROPOSED SITE PLAN	Scale 1:200 @ A3	By BA	Drawing No. SCP/230585/D01
	Project Title BERSHAM ROAD, WREXHAM		Date 16.02.2024	Checked PT	
			Approved/Unapproved -	Status PLANNING	Revision F

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APPENDIX E

REVISIONS			
Rev	Description	Date	By
B	UPDATED VISIBILITY	04.01.24	LB
C	UPDATED VISIBILITY	18.01.24	LB
D	NEW ONE WAY ACCESS ROUTE	09.08.24	LD
E	ADDITIONAL VISI SPLAYS & SIGNAGE ILLUSTRATED	04.10.24	LD
F	ONE WAY ACCESS ROUTE REVISION	08.10.24	LD
G	STRIP OF HARD BOUND PAVING ILLUSTRATED	09.10.24	LD
H	WIDENED ACCESS BASED ON REFUSE TRACKING	22.10.24	LD
I	WIDENED ACCESS BASED ON VEHICLE TRACKING	25.10.24	LD
J	CYCLE STORE PROVIDED	17.12.24	LD
H	ACCESS WIDTH REDUCED	18.12.24	LD

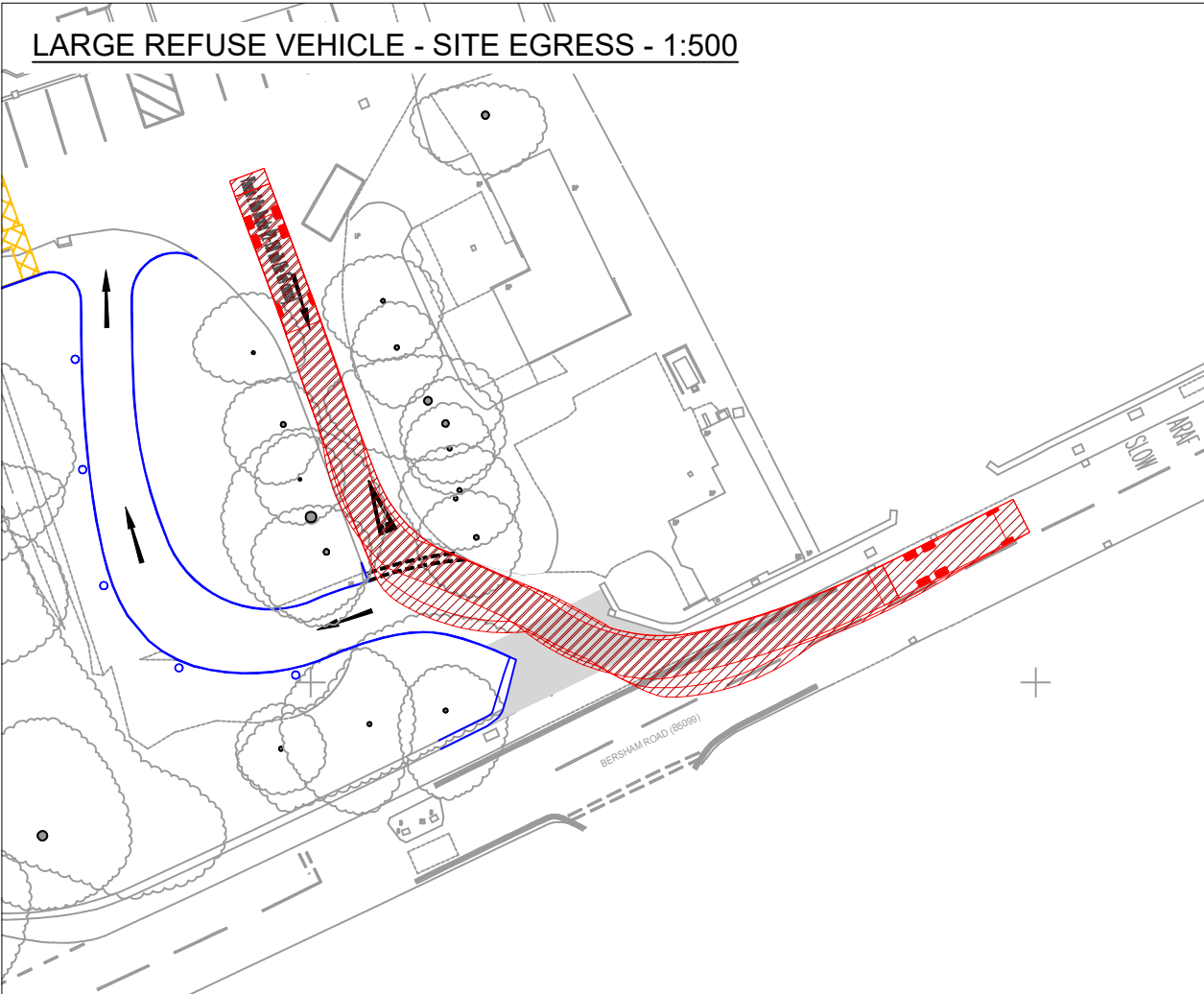
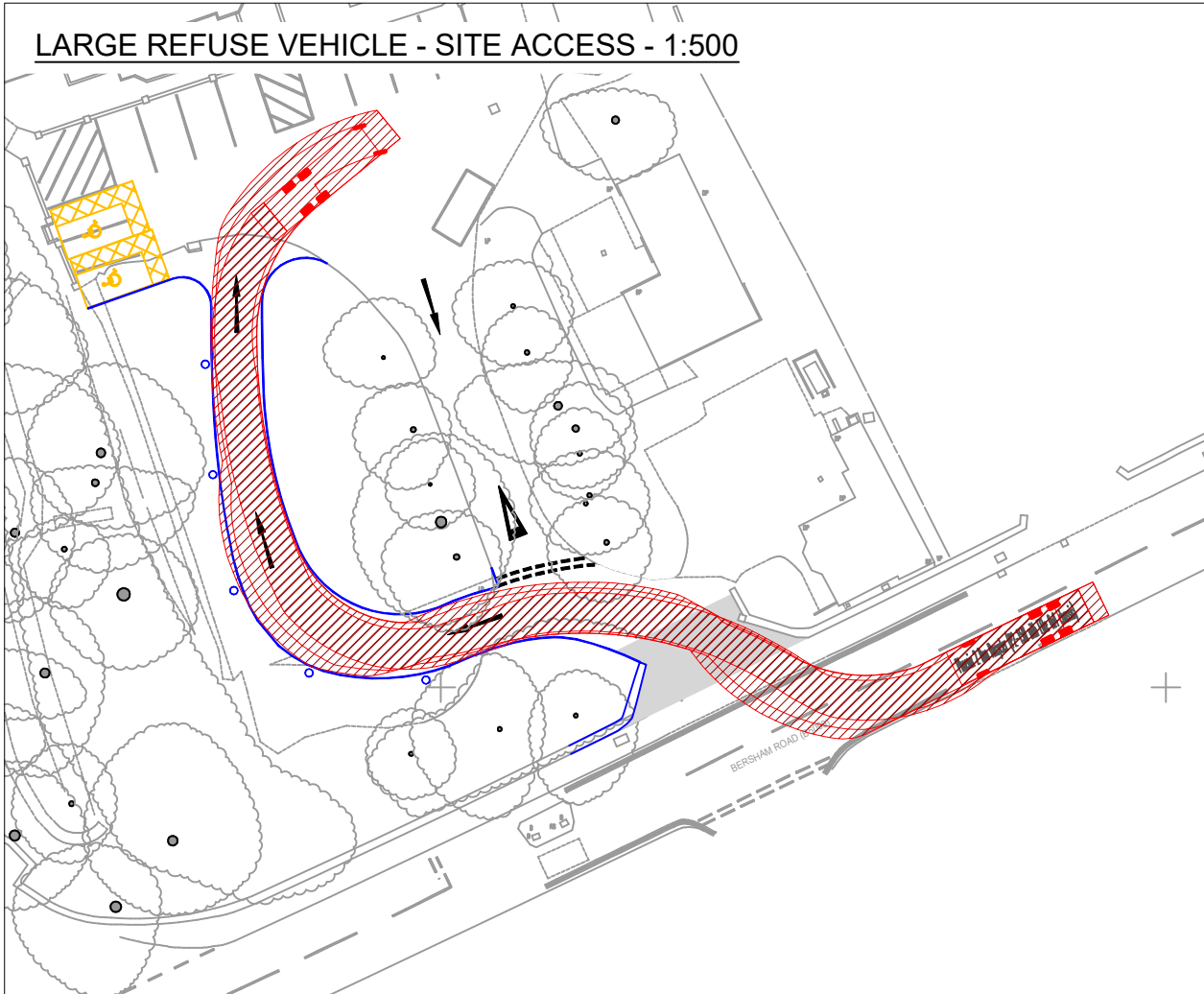
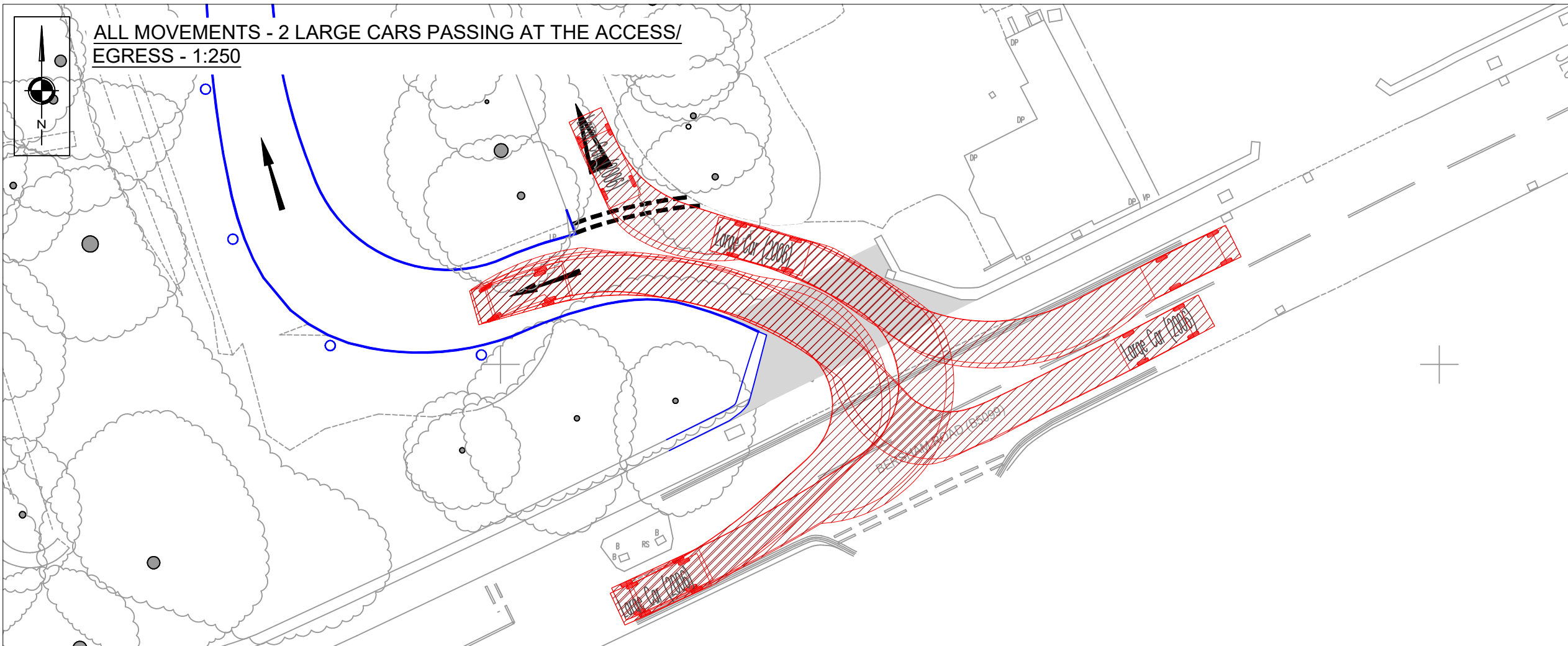


NOTE: ALL EXISTING / PROPOSED PARKING SPACES ARE SUITABLY MARKED OUT USING WHITE LINING MATERIALS AND PROVIDE APPROPRIATE SPACES TO MOBILITY STANDARDS IN ACCORDANCE WITH LPGN 16 REQUIREMENTS.

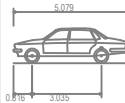
SCP Transportation Planning : Infrastructure Design Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk	Client	Drawing Title	Scale	By	Drawing No.
	Project Title	VISIBILITY FROM SITE ACCESS	Date	Checked	SCP/230585/F01
	BERSHAM ROAD, WREXHAM		18.01.2023	PT	
			Approved/ Unapproved	Status	
			-	PLANNING	Revision
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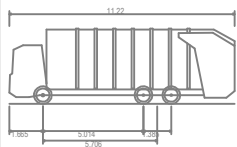
APPENDIX F



NOTES



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
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Min Body Ground Clearance 0.306m
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Kerb to Kerb Turning Radius 11.550m

F	ACCESS WIDTH REDUCED	18.12.24	LD
E	GENERAL DRAWING UPDATES	17.12.24	LD
D	PROPOSED SITE ACCESS WIDENING	25.10.24	LD
C	ONE WAY ACCESS ROUTE REVISION & ADDITIONAL TRACKING	22.10.24	LD
B	ONE WAY ACCESS ROUTE REVISION	08.10.24	LD
A	ONE WAY ACCESS ROUTE ADDED	09.08.24	LD
REV	DESCRIPTION	DATE	BY

REVISIONS

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Office of Origin: Manchester Tel: 0161 832 4400
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Client Name:

BERSHAM SCHOOLS LTD

Project Title:

BERSHAM ROAD, WREXHAM

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:	LD	Date:	01.07.2024
Checked:	LB	Scale@A3:	AS STATED
Approved:	LB	Status:	PLANNING

Drawing No.	Rev.
SCP/230585/ATR01	F