

**REPORT OF THE CHIEF OFFICER PLANNING AND
REGULATORY – 1 November 2021**

APPLICATION NO:
P/2021 /0871

LOCATION:
JOHNSTOWN INFANTS SCHOOL
MELYD AVENUE JOHNSTOWN
WREXHAM
LL14 2TB

DATE RECEIVED:
01/09/2021

COMMUNITY:
Rhosllanerchrugog

CASE OFFICER:
SEH

WARD:
Johnstown

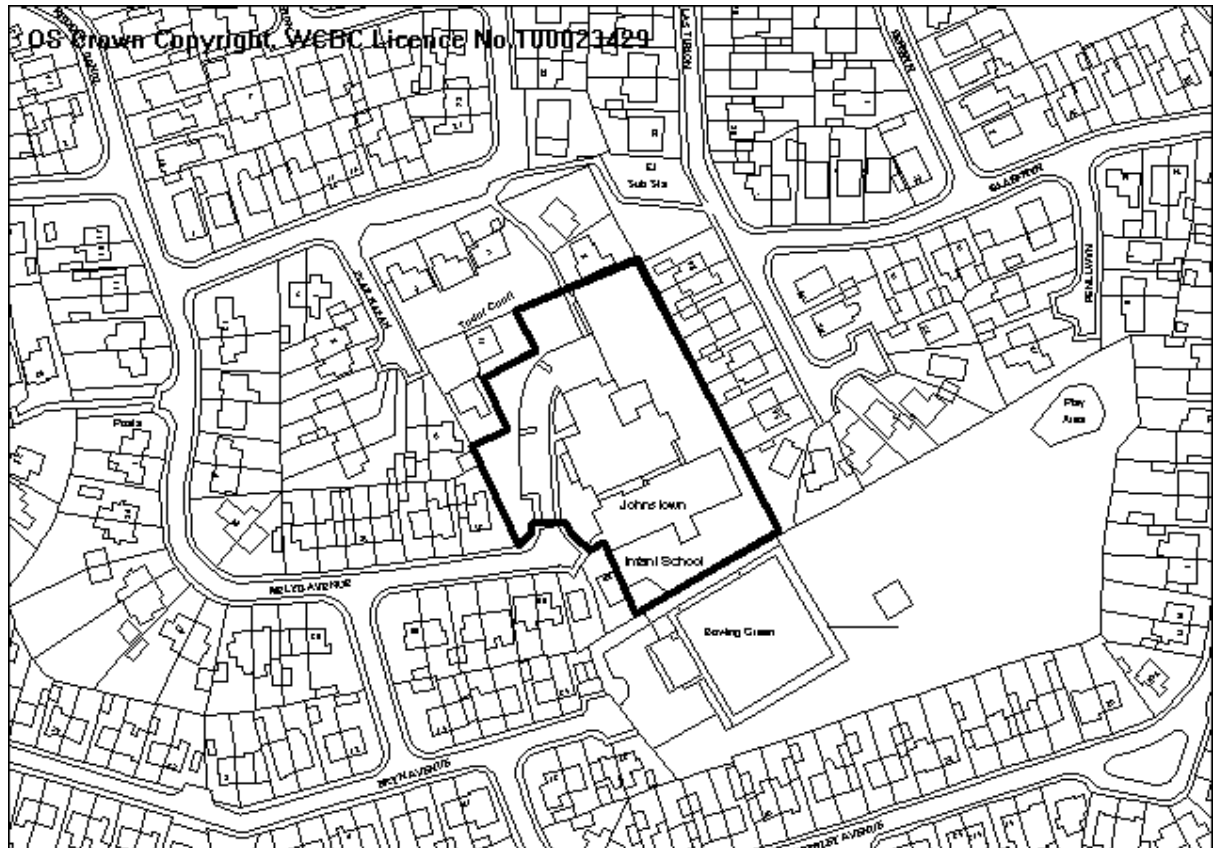
DESCRIPTION:
ADEILADU DAU O YSTAFELLOEDD
DOSBARTH DEULAWR SYMUDOL
WEDI'U LLUNIO O FLAEN LLAW
GYDA GRISIAU YN Y CANOL A
GWAITH ALLANOL CYSYLLTIEDIG,
ER MWYN DARPARU WYTH O
YSTAFELLOEDD DOSBARTH AR
GYFER YR YSGOL FAWR TRA BYDD
GWAITH ADEILADU'N MYND
RHAGDDO YN YR YSGOL IAU
(YSGOL YR HAFOD LL14 2SW) /
ERECTION OF TWO NO. TWO
STOREY PRE-FABRICATED MOBILE
CLASSROOMS WITH CENTRAL
STAIR CORE AND ASSOCIATED
EXTERNAL WORKS, TO PROVIDE
EIGHT TEACHING CLASSROOMS
FOR THE MAIN SCHOOL SITE FOR
THE DURATION OF CONTRUCTION
WORKS ON THE JUNIOR SITE
(YSGOL YR HAFON LL14 2SW)

AGENT NAME:
WYNNE
CONSTRUCTION LTD
MR RICHARD WYNNE

APPLICANT(S) NAME:
WREXHAM COUNTY BOROUGH
COUNCIL

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 1 November 2021

THE SITE



PROPOSAL

As above

HISTORY

None relevant

DEVELOPMENT PLAN

The site lies within the settlement limit, and the SAC and SSSI buffers. UDP Policies GDP1, EC4, EC6, EC13, T8 and T9 are applicable. Local Planning Guidance Notes (LPGN) Nos. 16 'Parking Standards' and 17 'Trees and Development' are also relevant.

CONSULTATIONS

Community Council:
Local Member:

Consulted 08/09/2021

I fully support the planned amendments to the existing infant school site, on Melyd Avenue. This will allow the temporary relocation of pupils from the existing junior school site on Bangor Road, and

**REPORT OF THE CHIEF OFFICER PLANNING AND
REGULATORY – 1 November 2021**

	facilitate the refurbishment of this site into a new Primary School to meet the 21 st Century School Standards. This will provide significantly improved facilities and classroom environments for our children and young people.
Highways:	No objection subject to conditions to improve the access arrangements and site layout, and to secure the proposed parking mitigation measures. (please see full response in 'Special Considerations' section, below)
Welsh Water:	No objections or concerns raised. WW can advise that Five Fords WwTW does have a phosphate permit. As of 7th January 2019, this proposed development may be subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore may require approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with Wrexham Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation. The development site is crossed by a public sewer. No operational development is to take place within 3 metres either side of the centreline of the public sewer. If operational development is to take place within 3 metres either side of the centreline of the sewer please stop works and contact us. Under the Water Industry Act 1991 Welsh Water have rights of access to its assets at all times.
NRW:	We have concerns with the application as submitted. However, we are satisfied that these concerns can be overcome by attaching conditions relating to protected sites (Stryt Las a'r Hafod SSSI and Johnstown Newt SAC) and biosecurity. The application as submitted is unlikely to increase the amount of phosphorus entering the catchment. Therefore, we are satisfied that the proposal is not likely to have a significant effect on the River Dee and Bala Lake SAC.

**REPORT OF THE CHIEF OFFICER PLANNING AND
REGULATORY – 1 November 2021**

Public Protection:	No objections. Include note to applicants to control noise, dust management and burning of waste.
Contaminated Land:	No comments.
Ecologist:	No comments.
Tree Officer:	No arboricultural objections due to both the low impact and threat of development presented to trees on site. There is an opportunity however to enhance canopy cover and biodiversity levels within the site in accordance with WCBC Tree & Woodland Strategy and PPW11 by undertaking an appropriate level of tree planting within the soft landscaped area to the south-eastern boundary,
Site Notice:	Expired 01/10/2021
Neighbours:	286 letters sent out to local residents. 9 responses received expressing the following concerns: • Tudor Court is regularly used for access by parents to and from school, even though it is a private access road to the houses. We are concerned that the proposal will increase traffic in Tudor Court. We would like to make clear that Tudor Court is not be used for access; • Access is totally unsuitable for the increased traffic this would cause, as pick up and drop off times are already chaotic and dangerous. Staff parking is already full. There is nowhere for the increased numbers of staff to park. Residents need parking outside their homes for their own vehicles, visitors and deliveries which is already impossible at peak times; • Parking on Melyd Avenue is bad enough already without this; • Could the bowling green car park be extended with an access through to the Infant school to help with parking? • Increased traffic noise and pollution; • Emergency vehicles can't get through; • Instances of cars blocking driveways will increase; • My main concern is the likely traffic problems associated with the greatly increased number of children attending the site. There are existing problems in the area of the school at the start and end of the school day. These will be exacerbated with the influx of junior pupils. Access must be maintained to my property for my carer;

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 1 November 2021

- There are already problems with parents parking their cars on kerbs and blocking drives in Melyd Avenue, and adjoining roads. I assume that additional pupils from the junior school being dropped off will double the existing traffic, not to mention any buses that might be involved. This could go on for some time escalating the problems that already exists for the residents;
- The additional temporary classrooms are tight to the fence line, leading to a loss of privacy and light;
- Whilst I understand that you are planning to make major changes at the Bangor Road site and that the changes at the infant's school would be a temporary measure, there will be considerable upheaval for the residents of Melyd Avenue, particularly in the cul-de-sac to the school. There are already many problems regarding parking for the school and I am very concerned that you do not appear to have made any allowances for this in your plans;
- Where do you suggest all the extra vehicles would be parking, are you going to make any arrangements at all for this problem. It was suggested at one time that the parking area at the bowling club could be used but where else would you have in mind?
- You set out all the arrangements made for all the pupils from the Bangor Road site to be accommodated but no mention made of the parking. It is mentioned that the construction vehicles will also all be travelling from the direction of Tan-y-Clawdd through Melyd Avenue;
- The volume of traffic is already a danger to the existing children that use the Melyd Avenue site surely this will increase the likelihood of an accident.

SPECIAL CONSIDERATIONS

Background: The proposal is for the temporary siting of 2 no. two storey mobile classroom blocks, to provide 8 no. teaching classrooms to accommodate the pupils from the Junior school site. This will be for the duration of the development project at that site, which was the subject of the previous item on this agenda. There are no objections in principle subject to detailed planning considerations being satisfactorily addressed.

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 1 November 2021

To allow for the time it will take to erect the temporary classrooms on site and bring them to a useable condition, and for their subsequent decommissioning and removal from site once they are no longer required, I propose that we consider an 18 month temporary planning permission.

Design and Residential Amenity: The proposed units will be of flat roof construction, with Ivory white coloured walls and Black felt roofs. The units will not be readily visible from public viewpoints. This, together with their temporary nature, will ensure no adverse impact upon the character and appearance of the area, in compliance with UDP Policy GDP1.

The proposed classrooms are at the site boundaries with residential dwellings. It will be important to ensure that any windows facing in this direction are obscure glazed to prevent any loss of privacy, and this will be secured by condition. In addition, it is also important that the units are sited a minimum of 3 metres off the site boundaries to safeguard against any over dominance when viewed from these properties, during the temporary period that they will be there. This will also safeguard against any interference with the existing boundary hedgerow and avoid any compaction of its root systems.

Annotations on the site plan include:

- Ramped access to ground floor classroom only. Ramp at 1:12 gradient with max. lengths in accordance with AD 7.4.1.16
- Existing shrub planting cut back to ensure proposed footpath is unobstructed
- Dashed line indicates existing temporary structures to be removed to accommodate temporary classroom
- Access to temporary classroom provided through existing gate to playing fields
- Access to site, first floor classroom via stair case
- Dashed line indicates existing temporary structure to be removed to accommodate temporary classroom

Figure 1. Proposed site of temporary Classrooms

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 1 November 2021



Figure 2. Elevation Plans (of one of the blocks)

Highway Safety: The Infant's School is located at Melyd Avenue, which is a 20mph single carriageway road.

Access

The proposal retains the existing vehicular access and the pedestrian/vehicle access will remain unchanged for the school. The proposals do not include an additional pedestrian measures to facilitate the increase pedestrian/vehicle movements surrounding the local residential roads. However, it is noted there is an additional pedestrian access off Maes Isaf, and we recommend that this arrangement is put in place to ensure that this access is utilised, in order to relieve some of the pressure at the Melyd Avenue access. It is important that the school encourage behaviour change in how users access the site, and this can also could be defined in an appropriate condition requesting detailed Active Travel Plan for the temporary school change.

Public Transport Access

It is acknowledged that there was no requirement (0% Bus users), as stated by the Transport Assessment (TA) survey, existing services are frequent and WCBC encourage an increase in the sustainable modal share.

Parking

The existing Infant school site has limited parking provision. The previous parking assessment noted that there are 17 existing spaces for the Junior school, which will be moving to this site temporarily. The existing site parking provision allows for 19 spaces and this would suggest that temporary merge

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 1 November 2021

will require a minimum of 36 spaces over the 12 month period. The local road networks with the addition of potentially 17 more vehicles parking before pick up and drop off times will cause congestion and additional safety concerns on the residential roads in close proximity of the school. However, the TA suggests that this additional staff parking requirement can be managed on site. There is insufficient detail provided within this application however, a suitably worded condition can be included that ensures the applicant provides details of the temporary car parking mitigation.

The roads, which could be affected, are, Tan Y Clawdd, Bryn Avenue, Worsley Avenue, and Snowdon Drive, if navigating to and from the Bangor road junctions. The affected roads if navigating from Ruabon Road B5605 are Brynhyfryd, Rhodfa Ganol and Maes Isaf. It is not possible / practical to assess all traffic movement and subsequent parking in these areas fully. However, the TA and Parking Beat Survey show that on the specific assessed days, parking spaces were available. The Highways authority have some concern that these spaces are not, and cannot be guaranteed. Many residential properties have H bar markings and the geometry generally does not allow for double-parked cars. If road users park on the footway to create additional space on the highway, this will compromise pedestrian safety, in the same way as it may happen currently.

Melyd Avenue is subject to a significant pre-existing on-street parking problem particularly at school dropping off / picking up times. The adjoining side streets and the junction associated with Bangor Road will see increased traffic movements over the construction period. Melyd Avenue does not provide suitable turning facilities if used for pick-up and drop-off purposes. There is a concern about a potential scenario where during drop off/pick up times the parking capacity along the residential roads will be exceeded. Therefore we would recommend a condition which requires the school to utilise the additional pedestrian access, and to review start and finish times to stagger demand, to ease congestion.

Traffic Generation

The TA forecast describes 110 cars associated with both sites. The forecast number of cars associated with the Bangor Road Junior school is 64, 46 of which are associated with the Melyd Avenue site. The forecast number of vehicles are at the peak times of school drop-off and pick-up at the standard school opening and closing times. With both sites co-locating to the temporary site over the 12 month period, a potential for 64 additional cars will be using the residential road network, and as such there will be an increase in cars around the school.

Melyd Avenue is particularly busy during school dropping off / picking up times and would not therefore benefit from any significant increase in vehicle movements. Of significant concern is the potential increase in vehicles arriving at the school each morning and evening. Again, some review of start

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 1 November 2021

and finish times could result in a lessened impact at peak time, and further supports the requirement for a condition which requires such arrangements to be implemented.

Conclusion

There is some concern regarding the additional traffic movements and informal parking during peak drop off/pick up times, on the local road network due to the proposed temporary merge of the schools on the Melyd Avenue site. The residential areas surrounding the Infants school will see an increase in trafficked movements for a proposed 12 month period. The Highway Authority acknowledges that there will be an increase in congestion and on street parking at peak times. However due to the proposed 'Construction Phase' duration of 12 months, we do not perceive long term detrimental effects on highway safety, and believe that the above mentioned planning conditions can assist to mitigate these concerns to some degree.

CONCLUSION

The temporary siting of the classrooms is acceptable in terms of the impact upon residential and visual amenity. The highway authority raises no objections to the proposal, and the development would therefore comply with local planning policy.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The use of the buildings shall cease and be abandoned before 30/06/2023. The buildings together with any hard standing, base or slab upon which it stands shall be completely removed and the land restored to its previous condition not later than one month after that date.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered HD/CSRS/15 and HAF-KMA-OS-ZZ-DR-A-7220 Rev P1, and as contained within the application documentation.
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting that Order with or without modification), any window or opening in the elevations facing the northern and eastern site boundaries, at first floor level, shall only be glazed or re-glazed using obscure glass which shall thereafter be permanently retained.
4. No development shall take place within 3 metres either side of the public sewer which crosses the site.
5. No part of the development shall commence until a drainage scheme for the site has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall provide for the disposal of foul water.

**REPORT OF THE CHIEF OFFICER PLANNING AND
REGULATORY – 1 November 2021**

Thereafter the scheme shall be implemented in accordance with the approved details prior to the first occupation of the development, and no further foul water shall be allowed to connect directly or indirectly with the public sewerage system.

6. No development shall commence until a Service and Delivery Management Plan (SDMP) to include, but not limited to, the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles has been submitted to and approved in writing by the Local Planning Authority. The plan as is approved shall be fully implemented for the life of the development.

7. 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. The plan as is approved shall be fully implemented for the life of the development.

8. No part of the development shall be occupied until details of a review of staggered start and finish times for the school day has been submitted to, and approved in writing by, the Local Planning Authority. The start and finish times contained within the approved review shall be fully implemented for the life of the development.

9. No part of the development shall be occupied until a plan showing improved active travel infrastructure, and modal shift, has been submitted to, and approved in writing by, the Local Planning Authority. The plan as is approved shall be fully implemented for the life of the development.

10. No part of the development shall be occupied until details of the proposed parking mitigation measures have been submitted to, and approved in writing by, the Local Planning Authority. The measures as are approved shall be fully implemented and retained for the life of the development.

11. No facing or roofing materials shall be used other than those detailed on the application form and within the approved application documentation.

13. No part of the development shall commence until an Amphibian Reasonable Avoidance Measures scheme (RAMs) has been submitted to, and approved in writing by, the Local Planning Authority. The Reasonable Avoidance Measures (RAMs) shall include, but not necessarily be limited to, details and associated plans concerning amphibian avoidance and mitigation measures including, one-way amphibian fence design and locations. The Reasonable Avoidance Measures scheme shall be carried out in accordance with the approved details

14. No development or phase of development, with the potential to impact on invasive species, shall commence until a Biosecurity Risk Assessment has been submitted to and approved in writing by the Local Planning Authority.

The Risk Assessment must include:

- (i) appropriate measures to control any INNS on site;
- (ii) measures or actions that aim to prevent INNS from being introduced to the site for the duration of construction and operational phases of the scheme.

The Biosecurity Risk Assessment shall be carried out in accordance with the approved details.

**REPORT OF THE CHIEF OFFICER PLANNING AND
REGULATORY – 1 November 2021**

15. Notwithstanding the details shown on the approved plans, no part of the development hereby approved shall be located within 3 metres of the site boundaries.

REASON(S)

1. In accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan and having regard to its design and materials of construction, planning permission would not normally be granted in respect of temporary buildings in this location. Permission has been granted in this instance solely to allow the applicant adequate time to seek permanent, satisfactory accommodation.
2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
3. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
4. To protect the integrity of the public sewer and avoid damage thereto in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
5. To ensure that effective drainage facilities are provided for the proposed development, and that no adverse impact occurs to the environment or the existing public sewerage system in accordance with Policies GDP1 and EC13 of the Wrexham Unitary Development Plan.
6. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
7. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
8. To ensure the reduction in the number of vehicles attending the site at any one time, in the interests of highway safety, in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
9. In the interests of highway safety and in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
10. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
11. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
13. To protect named species / habitats / biodiversity which would otherwise be damaged / lost by the development hereby permitted in accordance with Policies GDP1 and EC6 of the Wrexham Unitary Development Plan.
14. To ensure that an approved Biosecurity Risk Assessment is implemented to secure measures to control the spread and effective management of any invasive non-native species at the site, in accordance with UDP Policy EC6.
15. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 1 November 2021

NOTE(S) TO APPLICANT

All works relating to this development which are audible beyond the site boundary should be carried out only between 7.30 and 18.00 hrs Monday to Friday, and 08.00 to 14.00 hrs on a Saturday, and at no time on a Sunday or a Bank Holiday. Outside these times, any works which are audible beyond the site boundary have the potential to cause unreasonable disturbance to neighbouring premises.

The applicant is advised that the Council has the option to control construction noise by serving a Control of Pollution Act 1974, Section 60, Notice where deemed necessary, and failure to comply with such a Notice can result in prosecution.

The applicant is further advised that any complaints received relating to noise of any type from the development may also be investigated using the Council's Standardised Procedure for Dealing with Noise Nuisance Complaints. This is done under the Statutory Nuisance provisions provided within the Environmental Protection Act 1990, and legal action may be taken where appropriate.

The applicant must adhere to the times given above wherever possible. If however there are urgent or unavoidable circumstances requiring works outside of the specified times, permission to proceed may be sought by contacting Environmental Health and Housing Standards at: healthandhousing@wrexham.gov.uk or 01978 292040. Please use the same contact details for any other enquiries regarding construction / demolition site noise.

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication ""Sewers for Adoption""•] 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011.

The presence of such assets may affect the proposal. In order to assist in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus.

**REPORT OF THE CHIEF OFFICER PLANNING AND
REGULATORY – 1 November 2021**

Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

Following the commencement of Schedule 3 of the Flood and Water Management Act, the works as proposed are required to obtain approval from the SuDS Approving Body (SAB) prior to commencement of those construction works. Further details of the SAB, the new national standards, the pre-application advice service and the application for approval process can be found on the Wrexham CBC's SAB webpage:

https://www.wrexham.gov.uk/english/planning_portal/sab/sab.htm or by contacting the SAB Team directly at SAB@wrexham.gov.uk
