

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0871 **Your Ref:** SEH/P/2021/0871
Date: 06th October 2021

TOWN AND COUNTRY PLANNING ACT 1990

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 CONSTRUCTION WORKS ON THE JUNIOR SITE (YSGOL YR HAFON LL14 2SW) JOHNSTOWN INFANTS SCHOOL MELYD AVENUE JOHNSTOWN WREXHAM

Grid Ref: E 330441 N 346242

I refer to your consultation dated 08/09/2021 in respect of the above and would advise you that we have the following comments;

Access

The proposal retains the existing vehicular access at Melyd Avenue, a 20mph single carriageway road. Pedestrian/vehicle access will remain unchanged for the foundation school. The proposals do not include an additional pedestrian measures to facilitate 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 arrangements are put in place within the school to ensure that this access is utilised, in order to relieve some of the pressure at the Melyd Avenue access. Details of how the school are to encourage behaviour change could be defined in an appropriate condition and request a detailed Active Travel Plan for the temporary school change.

Public Transport Access

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

Parking

The existing site (foundation school) has limited parking provision. The previous parking assessment noted that there are 17 existing spaces for the main school (which will be joining the foundation school at this site temporarily). The existing foundation parking provision allows for 17 spaces and two disabled spaces. Therefore this would suggest that temporary merge will require a minimum of 34 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 transport assessment suggests that this additional staff parking requirement can be managed on site. There is insufficient detail provided to determine the accuracy of this claim, however if this can be evidenced by the applicant this would appear acceptable. A suitably worded condition should 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, 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's not possible / practical to assess all traffic movement and subsequent parking in these areas fully. However, the transport statement 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.

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 remains 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, staggering demands to ease congestion.

Traffic Generation

A forecast as per the 'Transport Assessment' describes 110 cars associated with both sites. The forecast number of cars associated with the Bangor Road Junior school is 64, 46 associated with the Melyd Avenue site. The forecast number of vehicles 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 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 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 merge of the schools. The residential areas surrounding the foundation school will see an increase in trafficked movements for a proposed 12 month period. The Highways Authority acknowledge 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, highways do not perceive long term detrimental effects on highway safety, and believe that the introduction of some conditions can assist to mitigate these concerns to some degree.

We recommend approval with the following conditions:

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SERVICE DELIVERY MANAGEMENT PLAN

No development shall take place 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

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CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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.

PEDESTRIAN ACCESS GATE

No part of the development shall be occupied until a school site management plan which demonstrates formal arrangements to utilise the pedestrian access gate, 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.

Reason

To ensure the prevention of all pupils arriving through one access point, in the interests of highway safety, in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

REVIEW OF SCHOOL START AND FINISH TIMES

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.

Reason

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.

ACTIVE TRAVEL

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.

Reason

In the interests of highway safety, in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

Supplementary Notes

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

A handwritten signature in blue ink, appearing to read 'D. J. Jones', is written over a horizontal line.

Chief Officer Environment & Technical