

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

APPLICATION NO:
P/2021 /0870

LOCATION:
JOHNSTOWN JUNIOR SCHOOL
YSGOL YR HAFOD AND NO 4
BANGOR ROAD JOHNSTOWN
WREXHAM
LL14 2SW

DATE RECEIVED:
01/09/2021

COMMUNITY:
Rhosllanerchrugog

CASE OFFICER:
SEH

WARD:
Johnstown

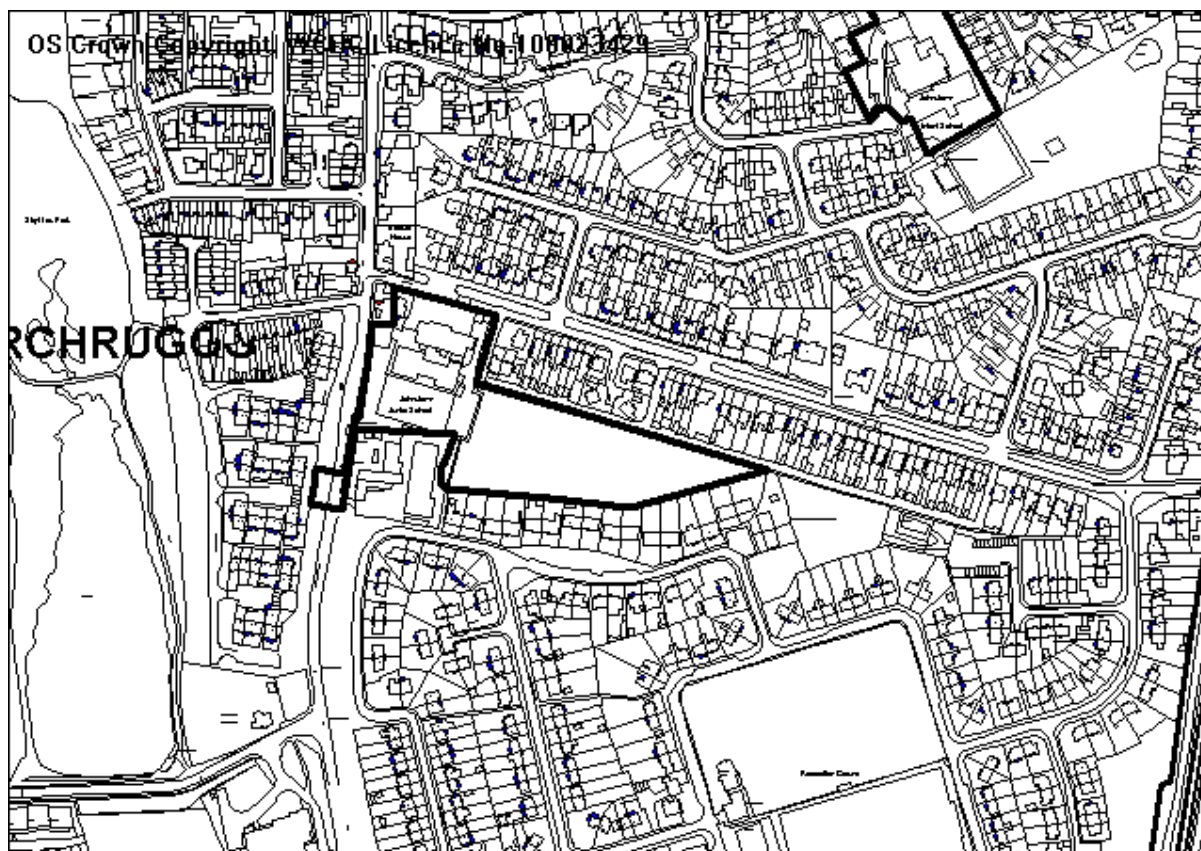
DESCRIPTION:
ESTYNIAD AR ADEILAD
PRESENNOL 'YSGOL YR HAFOD' A
GWAITH AILWAMPIO NEWID
DEFNYDD, CODI ESTYNIAD AC
AILWAMPIO ANNEDD BRESWYL YN
YR YSGOLDY – 4 BANGOR ROAD –
O C3A (ANNEDD) I D1
(SEFYDLIADAU AMHRESWYL).
GWAITH ALLANOL CYSYLLTIEDIG,
TRIN FFINIAU A GWELLIANNAU
PRIFYRDD / EXTENSION AND
REFURBISHMENT OF EXISTING
YSGOL YR HAFOD SCHOOL.
CHANGE OF USE, EXTENSION AND
REFURBISHMENT OF SCHOOL
HOUSE RESIDENTIAL DWELLING - 4
BANGOR ROAD FROM C3A
(DWELLING HOUSE) TO D1 (NON-
RESIDENTIAL INSTITUTIONS).
ASSOCIATED EXTERNAL WORKS,
BOUNDARY TREATMENT AND
HIGHWAYS IMPROVEMENTS

AGENT NAME:
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 SSSI and SAC buffers. UDP Policies PS1, PS2, PS3, PS4, GDP1, EC4, EC6, EC13, T8 and T9 are applicable. Local Planning Notes (LPGN) Nos. 16 'Parking Standards' and 17 'Trees and Development', are also relevant.

CONSULTATIONS

Community Council:

Consulted 06/09/2021

Local Member:

I fully support the refurbishment of a new Primary School to meet the 21st Century School Standards at the Bangor Road site, including the refurbishment of the School House, and

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

amendments to the highway layout. This will provide significantly improved facilities and classroom environments for our children and young people. I have held a public meeting to discuss the matter with local residents in the community, and I am happy to confirm that there appears to be general support for the proposal. I am aware of, and have received, some feedback regarding the impacts of parental parking near to the school, but I am happy with the mitigation measures proposed as part of the application. I understand that part of the work the school will need to carry out will be the development of a comprehensive Active Travel Plan. This needs to address those measures necessary to ensure the new school and the community adopt the necessary behavioural changes to promote active and healthy travel choices supporting the well-being of pupils and their wider families and supporting the Council's decarbonisation pledge.

Highways: No objection subject to conditions to improve the access arrangements and site layout, and to secure the proposed parking mitigation measures. (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. 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. Public sewers cross the proposed development site. No operational development is to take place within 3 metres either side of the centreline of the sewers. We request that prior to commencing any operational

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

	development the location of these assets are located. If operational development is likely to comment within 3 metres either side of the centreline of the sewers, please stop works and contact us. Under The Water Industry Act 1991, Welsh Water has rights of access to its assets at all times.
NRW:	Further ecology and drainage information is required. Re-consulted 14/10/2021
Public Protection:	No objections. Include conditions and notes to applicants to control noise, dust management, odour and burning of waste.
Contaminated Land:	We are in agreement with the findings of the submitted contamination investigation report, and can confirm that no contaminated land conditions need be applied to this planning permission.
Ecologist:	The recommendations made in the ecology report should be conditioned.
Tree Officer:	There are no arboricultural objections or concerns. Appropriate consideration has been given to the existing tree stock, and I would agree with both the tree retention categorisation and tree protection measures provided within the arboricultural method statement. Proposed tree planting requires an increase in quantity and species diversity primarily to improve biosecurity and biodiversity levels. The triangulated area to the eastern boundary of the site is identified for shrub planting however; the planting of fruit trees to create a school orchard area could provide greater biodiversity benefits and educational services to the school. All matters can be secured by planning condition.
Site Notices: Expired	01/10/2021
Neighbours:	206 letters sent out to local residents. 6 responses of support and concern received:
support:	2 response received expressing the following
	• Great idea to put all the pupils on one site to reduce travel between the two school sites; • There will no longer be a need for the children to have to make the transition from infant to junior school;
	4 responses received expressing the following concerns:
	• Bangor Road struggles with the current volume of traffic, and lack of parking at start and finish

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

times. Extending the school will make this worse;

- Could the bowling green car park be extended with an access through to the Infant school to help with parking?
- The timing of the traffic lights need to be altered to stop the build-up of traffic at the top of the road;
- Increased traffic noise and pollution;
- Instances of cars blocking driveways will increase;
- Will there still be access from Bangor Road to the Council estate?
- The new plans will result in our house (which we rent out) being completely surrounded directly by the school and will take away the existing privacy provided by number the school house, being there as a residential home. Our house is on the corner of Bangor Road, and Ruabon Road. As a result of these new plans our house will become isolated as a residential house. We already have balls and other play paraphernalia kicked and thrown into our garden on a regular basis, this will only increase. Also we will lose the 'quiet' enjoyment that the existing layout allows the house to enjoy. Indeed 12 months of building work and the associated, noise, disruption, unsightliness and messy work alone will make the house unviable as a business unviable. With a new school entrance proposed from Ruabon road side and the existing entrance on Bangor road, we will be surrounded by the school activity. We already have two pedestrian crossings, we understand their importance for safety, but there is constant noise from the crossing which we expect to only increase once the school is developed.

SPECIAL CONSIDERATIONS

Background: The proposal involves extensions to an existing school, together with alterations to the site layout to provide additional on-site parking, which lies within the settlement limit. There are no objections in principle subject to detailed planning considerations being satisfactorily addressed, and the development complies with UDP Policies PS1, PS2, PS3, PS4 and GDP1 in terms of location.

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

To allow for the development to take place at the existing Junior school site (on Bangor Road), the pupils will need to vacate the site, and it is intended that they will move temporarily to the Infant School, on Melyd Avenue. Temporary classrooms are required at the Infant school in order to accommodate the additional pupils, and the siting of these classrooms are the subject of a separate planning application (P/2021/0871), which is to be considered next on this agenda.

Design: The proposal entails extensions to both the existing school and adjacent school house, to upgrade the facilities and to provide extra floor area for the joining Infant School pupils, together with associated ancillary facilities to the west of the site on the outdoor space, within the existing school boundary. External works to form a new area of car parking along with enhanced play areas are also proposed. The school will retain the existing access point off Bangor Road to access the school.

The extensions are of single storey height and represent approximately 100 % increase in floor area. To the main school, the extension is to the rear of the site, and the massing is conceived as a rectangular form with a shallow mono pitched roof, rising up from the east to west. The sloping roof follows the existing topography of the land, which will negate a visible changes in levels between the existing and proposed built development.

The proposed extension to the school house is again of rectangular form, with a shallow pitched roof, rising from north to south, to harmonise with the architectural style of the main school extension. The extensions will provide an interesting juxtaposition with the traditional style of the existing buildings, and a more modern architectural vision which establishes a new sense of place and visual identity.

It is proposed that the facades for the extensions will have 3 types of cladding which will be utilised in different formats whilst maintaining a simple palette, with a composition of cladding panels, curtain wall glazing and windows. I am satisfied with the range of materials to be used, which will help moderate the scale and create interest and appropriate contrast to the elevations. There are no objections to the overall siting, scale, design and appearance of the extensions, and the proposed extensions would make a positive contribution to the appearance of the nearby locality, complying with Policy GDP1 (a).

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



Figure 1. Impression of the existing School House with the proposed extension.



Figure 2. Impression of the existing School House with the proposed extension, and main school in the backdrop.

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



Figure 3. Impression of the rear extension to the main school, viewed from the new pedestrian access on Ruabon Road.



Figure 4. Impression of the extension to the main school, viewed from the entrance from Bangor Road

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

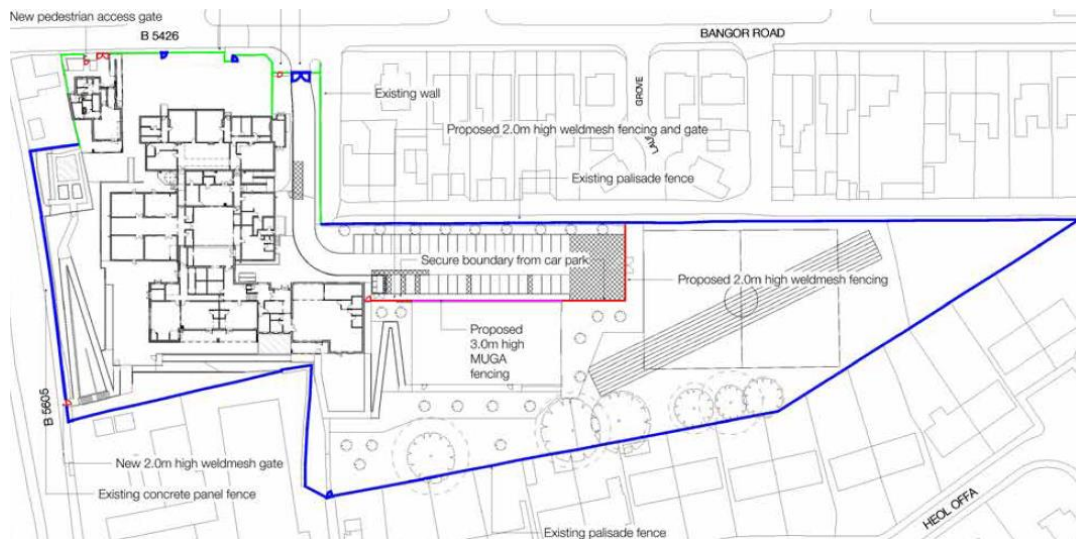


Figure 5. Proposed Site Layout Plan



Figure 6. Existing Layout of the School Field

Residential Amenity: The proposed extension is at the rear of the properties on Bangor Road and Heol Offa. The extension will be approximately 40 metres away from the nearest rear elevation of the dwellings on Heol Offa, and 30 metres away from the nearest dwellings Bangor Road, across the rear access road that separates the houses from the school. Given that the rear extension is single storey, and given the distances involved, there will be no overlooking or loss of privacy and light, and the existing and proposed trees along boundaries, further reduce any impact.

The will be some additional impact upon the dwellings where the car park, MUGA and playing pitch will be formalised. However, this is already a school site and the additional noise and disturbance should not be materially different to the existing situation. Lighting within the car park can be controlled to ensure there is limited light spillage beyond the site boundary that would be typical of the level of illuminance experienced within an urban area.

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

Highway Safety: The School and School House both have vehicular accesses off Bangor Road, which is a 20mph single carriageway road.

Access

The proposal retains the existing School vehicular access onto Bangor Road, which is a 20mph single carriageway road. Pedestrian access on Bangor Road will remain unchanged for the main school. There is also a pedestrian access linking the school to Heol Offa. Proposals include an additional pedestrian access on the B5605 Ruabon Road, with associated pedestrian guardrails, widening of the existing road crossing to facilitate pedestrian movements. There are proposals to implement 'pedestrian guardrails' along Ruabon Road adjacent to the new access and pedestrian crossings. The school house will also have a new pedestrian access which will be gated and set back from the footpath.

The access to the school currently has visibility splays of 2.4m x 10.0m (West) 2.4m x 19.4m (East) & (Manual for streets requires 2.4m x 25m in both directions to the nearside edge). The visibility is impeded to the west with the pedestrian guardrail which is not visi-guard (or similar) this provides staggered railings to enable visibility whilst providing protection to pedestrians. Visibility to the east is impeded by an existing lighting column and mature hedge. It is noted the existing junction of Noddfa Court is approximately 7.5m to the east and the access is within the splays measured from the main access.

The Highway Authority would not support an application which will increase traffic movements into an existing access that has substandard visibility splays, and would therefore require that amendments are made to the planned pedestrian guardrail (in the West), and to consider relocation of lighting column and / or removal of hedgerow (in the East). This could be covered through an appropriate condition.

The existing School House has visibility splays of 2.4m x 7.0m in both directions (Manual for streets requires 2.4m x 25m in both directions to the nearside edge). These splays are impeded with the sandstone gate pillars. The Highway Authority would not support the use of this substandard vehicle access and would therefore request that it is closed the vehicular access in perpetuity for the benefit of pedestrian safety, and also provide a pedestrian guardrail along the revised access. The kerb fronting this access to be reinstated to full height. This can all be covered through an appropriate condition.

Parking

The existing parking laybys adjacent to the School, situated on Bangor Road are to largely remain the same, with no indication of whether improvements or amendments will be made to include pedestrian facilities/footpaths along the length of Bangor Road to where the pedestrian crossing facility is for the

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

school. The proposals also show approximately 10 additional parking spaces along a 58m length parking layby, off Bangor Road. The highway authority request that the applicant provides suitable layout plan indicating the desired movements of pedestrian users when dropping off in the morning, or picking up in the afternoon, and associated pedestrian crossing points and suitable designated facilities for pedestrians along the lengths of the laybys on Bangor Road. This can be addressed through an appropriate condition.

The existing site has limited parking provision and are under pressure particularly during dropping off and picking up times. The previous parking assessment noted that there are 17 existing spaces for the main school and the 'School House' has the provision for 3 cars. Appropriate parking provision has increased capacity allowing for in total 40 car park spaces.

'School House' has the provision for 3 cars based on LPGN 16 the proposal for D1 usage will require the development to have 2 spaces and an additional 3 spaces based on the 1 car per 25sqm (75sqm gross area). We request the applicant provides additional information or a revised layout detailing the parking provisions associated with the School House, as it has not been identified if the proposed parking layout include the school house. This can be addressed through an appropriate condition.

We also note the conflict between pedestrians and motorised users in this location and as previously stated a pedestrian guardrail should be positioned in front of the 'School House'. The parking provision of 40 spaces (based on LPGN16) for the main school is below the maximum standard. Details of how parking demand can be managed within the school site should be addressed in an appropriate condition.

Bangor Road is subject to significant pre-existing on-street parking problems particularly at school dropping off / picking up times along the adjoining side streets and within the parking laybys associated with Bangor Road. The addition of merging schools will exacerbate the existing parking problems at the site, as the general school catchment area will be larger there would be a high natural usage of motorised vehicles delivering pupils to the new school. There remains some concern about a potential scenario where drop-off spaces are unavailable during drop off/pick up times due to the parking capacity being exceeded. To address this concern and further mitigate the parking issue, Cwm Glas / Park Street has been identified for additional parking mitigation which can be access from the pedestrian access route on Ruabon Road. The proposal for parking at Cwm Glas is supported by the Highway Authority.

The information provided in the TA demonstrates the availability of up to 44 parking spaces at Cwm Glas, and a further 33 spaces available on Park street. The provision of widening the pedestrian crossing and the addition of the guardrails on the Rubon is supported, as is a new footway link is proposed across the highway verge on Ruabon Road. The improvements include

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

widening, tactile paving, this is the only access which is to current design standards.

Overall, it is welcomed that additional parking provision is proposed (i.e. layby on Bangor Road, Cwm Glas and Park Street), in order to mitigate the congestion concerns around the school site. However the success of these measures will rely on people's personal choices and habits, and therefore it will be important for the school to work with families to ensure that the additional parking capacity is being utilised effectively. A condition to secure the provision of an Active Travel Plan is therefore required.

Traffic Generation

Bangor Road 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 for a significant number of vehicles arriving at the school each morning and evening. The car parks and roads in the vicinity of the site are already under pressure, especially Bangor Road. The Transport Assessment (TA) assumes that there could be 46 additional vehicles at peak times based on the end use. The mitigation measure associated include minor staggering of start / finish times, resulting in a lower impact at any one time during school drop-off and pick-up; additional parking at Bangor Road; and utilising Cwm Glas. These arrangements will help to mitigate the concerns and potentially reduce the impact on the local streets, and we would recommend that a condition around reviewing school start and finish times be considered, at least in the early years of operation, which can be reviewed in the future.

Site layout

The applicant needs to demonstrate that a waste collection vehicle and coaches would be able to turn within this area whilst vehicles are parked, we request an updated drawings to demonstrate this. We would recommend a car park management Plan to be implemented, if the layout cannot support the movement of coaches. This should be addressed through an appropriate condition.

It is concerning that no significant improvements or additional pedestrian/cycle facilities have been suggested, especially with the pre-existing congestion and the on-street parking issues on Bangor Road, and the required commitment to Active travel. With targets discussed in the Travel Plan the Highways authority would expect to find recommendations for improved infrastructure to encourage a shift to sustainable travel modes. Consideration should be made of whether there are any opportunities to improve active travel infrastructure in the vicinity of the school, and we would suggest this is further considered in the 'active travel' improvement plan for the site and its operation, as already requested above. The TA has reviewed the transport movements and indicates 12 cycle users. We would suggest that the layout also be updated to include these 12 spaces, to future proof the proposals in line with Active travel aspirations.

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

Conclusion

There is a concern regarding the additional traffic movements on Bangor Road and the local road networks, due to the proposed merge of the junior and infant schools. Therefore we would recommend conditions which require some staggering of start and finish times, and an improved plan for Active Travel to reduce car journeys to the site. The additional parking mitigation measures within the local vicinity will provide additional options at the peak drop off/pick up times. The residential areas surrounding the infant school will see a reduction in trafficked movements, and therefore present an acceptable compromise. There is also concern about additional traffic generation into the school utilising a sub-standard existing access and we have recommended conditions to overcome these concerns.

CONCLUSION

The proposed development is acceptable in terms of scale and design, and there would be no detrimental impact upon local residential or visual amenity. The highway authority is satisfied that the proposed merging of the Infant and Junior Schools, onto this single site, is acceptable in terms of highway safety, and I am therefore satisfied that the development complies with local planning policies.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered HAF-KMA-ZZ-ZZ-DR-A-7010 Rev P1, HAF-KMA-ZZ-ZZ-DR-A-7011 Rev P1, HAF-KMA-ZZ-ZZ-DR-A-7012 Rev P1, HAF-KMA-04-ZZ-DR-A-7110 Rev P1, HAF-KMA-02-ZZ-DR-A-7111 Rev P1, HAF-KMA-03-ZZ-DR-A-7111 Rev P1, HAF-KMA-02-ZZ-DR-A-7110 Rev P1, HAF-KMA-03-ZZ-DR-A-7110 Rev P1, HAF-KMA-03-ZZ-DR-A-7112 Rev P1, HAF-ESD-XX-XX-DR-E-690 Rev P1, HAF-STO-00-00-DR-L-0005 Rev P02 and HAF-STO-00-00-DR-L-0010 Rev P02, and as contained within the application documentation.
3. No facing or roofing materials shall be used other than those detailed on the application form and within the approved application documentation.
4. The landscaping and boundary treatment scheme approved as part of this application shall be fully implemented in strict accordance with approved drawing nos. HAF-STO-00-00-DR-L-0009 Rev P01, HAF-STO-00-00-DR-L-

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

0008 Rev P02, HAF-STO-00-00-DR-L-0007 Rev P02, AF-STO-00-00-DR-L-0002 Rev P04, and HAF-STO-00-00-DR-L-0001 Rev P02, within three months of the first use of the development with the exception of soft landscaping which shall be carried out in the first planting season (November to March) or seeding season (April to September) following the first use.

5. Within 3 months of first use of the development, a five year Landscape Maintenance Plan shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall thereafter be maintained in strict accordance with the details as approved.

6. Prior to first use of the development a suitable grease trap shall be provided in order to prevent entry into the public sewerage system of matter (cooking fats, oils and grease etc.) likely to interfere with the free flow of the sewer contents, or which would prejudicially affect the treatment and disposal of such contents.

7. No part of the development shall commence until details of the means of ventilation for the extraction and dispersal of cooking smells, including details of its method of construction, odour control measures, its appearance and finish have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented prior to first use of the development and shall thereafter be permanently retained in an effective condition.

8. The rating level of any noise generated by air handling plant associated with the development shall not exceed the pre-existing background level at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142:2014 Method for rating and assessing industrial and commercial sound.

9. No part of the development shall commence until an appropriate Dust Management Scheme has been submitted to and approved in writing by the Local Planning Authority. The dust mitigation measures as are approved shall be fully implemented for the entire duration of the construction phase.

10. The recommendations contained within the approved "ACOUSTIC SURVEY AND DESIGN SPECIFICATION, YSGOL-YR-HAFOD EXTENSION, JOHNSTOWN, REPORT REFERENCE NO. J003355-5027-RDC-01, 6 JULY 2021" by PDA Acoustic Consultants, shall be fully implemented in all respects, prior to first use of the development hereby approved.

11. The development shall be carried out in strict accordance with the findings and recommendations contained within the Bat Mitigation Report as carried out by Atmos Consulting and dated September 2021, approved as part of this application. The mitigation and compensation measures hereby approved shall be fully implemented prior to first use of the development.

12. The development shall be carried out in strict accordance with the findings and recommendations contained within the Extended Phase 1 Habitat Survey Report, as carried out by atmos consulting and dated September 2021 approved as part of this application. The mitigation and compensation measures hereby approved shall be fully implemented prior to first use of the development.

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

13. No development shall take place within 3 metres either side of the public sewer which crosses the site.
14. 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. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water shall be allowed to connect directly or indirectly with the public sewerage system.
15. 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.
16. The development shall be carried out in strict accordance with the following plans and report(s) submitted and approved as part of this application:
- 1) Arboricultural Implication Assessment ref: Tree Solutions 25/08/2021
- No development or other operations shall take place except in strict accordance with the reports as approved.
17. No part of the development shall commence until full details for the arboricultural supervision of tree protection measures and any ground works within retained tree(s) Root Protection Areas, as specified by BS5837:2012 or as shown on a Tree Protection Plan have been submitted to and approved in writing by the Local Planning Authority. The supervisory works shall be carried out in strict accordance with the details as approved.
18. Prior to first use of the development hereby approved, a plan detailing the pedestrian facilities and crossing points on Bangor Road shall be submitted to, and approved in writing by, the Local Planning Authority. The plan as is approved shall be fully implemented prior to first use of the development, and shall thereafter be permanently retained.
19. No part of the development shall commence until a Service and Delivery Management Plan (SDMP) to include, but not be 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.
20. Prior to first use of the development hereby approved, details of a scheme of improvements to visibility at the access to the school, including improvements to the pedestrian guard rails (to the West of the main access) and existing obstructions (to the East), shall be submitted and approved, in writing, by the Local Planning Authority. The scheme as is approved shall be fully implemented prior to first use of the development, and shall thereafter be permanently retained.

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

21. The existing School House vehicular access shall be permanently closed up prior to first use of any part of the development in accordance with a specification of works which has been submitted to and approved in writing by the Local Planning Authority.
22. Prior to first use of the development, the highway fronting the existing vehicular access to Old School House be closed as part of this application shall be re-instated to full height footway in accordance with construction details which have been submitted to and approved in writing by the Local Planning Authority.
23. 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.
24. 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.
26. No part of the development shall be occupied / first used until the following have been constructed in strict accordance with Highway Authority adoptable standards.
- 1) Parking bays as shown on plan ref: HAF-JPS-XX-XX-DR-C-1101 Rev P01, and
- 2) Parking improvements and Pedestrian Link as shown on HAF-JPS-XX-XX-DR-C-1102 Rev P01.
27. Within six months of the first use of the development, fruit / orchard trees shall be planted on the site in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.
28. The planting scheme implemented in connection with condition no. 27 shall be permanently retained. Any planting which becomes severely damaged or seriously diseased, or is in poor physiological condition and/or are removed without the written permission of the Local Planning Authority shall be replaced within the next available planting season by trees or shrubs of similar size and species to those originally required to be planted.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
3. 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.
4. 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.

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

5. 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.
6. To prevent pollution of the water environment in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
7. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
8. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
9. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
10. To protect the occupier amenities in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
11. 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.
12. 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.
13. To protect the integrity of the public sewer and avoid damage thereto in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
14. 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.
15. 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.
16. To protect trees which are of significant amenity value to the area in accordance with Policies GDP1, PS2 and EC4 of the Wrexham Unitary Development Plan.
17. To ensure the work is carried out to accepted arboricultural practices for the long term wellbeing of the tree(s) in accordance with Policies GDP1, PS2 and EC4 of the Wrexham Unitary Development Plan.
18. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
19. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
20. To ensure that adequate visibility is provided at the proposed point of access to the highway in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
21. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
22. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

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

23. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
24. 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.
26. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
27. 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.
28. 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.

NOTE(S) TO APPLICANT

Lighting has the potential for classification as a statutory nuisance under the Environment Protection Act 1990. If lighting is found to be causing a nuisance than an Abatement Notice may be served, and the applicant is advised to consider this when designing the installation of any lighting.

Guidance on best management practice for catering outlet for the dispersal of fats, oils, grease and food waste, as issued by Water UK is available by contacting the Council's Planning & Regulatory Department on 01978 292040 for further advice and information

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

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

contact details for any other enquiries regarding construction / demolition site noise.

You must comply with your duties in section 71ZB (notification of initiation of development and display of notice: Wales) of the Town and Country Planning Act 1990. The duties in that section include the following:

*** Notice of initiation of development**

Before beginning any development to which this planning permission relates, notice must be given to the Local Planning Authority in the form set out in Schedule 5A to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 or in a form substantially to the like effect. The forms set out the details that must be given to the Local Planning Authority to comply with this duty.

*** Display of notice**

The person carrying out development to which this planning permission relates must display at or near the place where the development is being carried out, at all times when it is being carried out, a notice of this planning permission in the form set out in Schedule 5B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 or in a form substantially to the like effect. The form sets out the details that the person carrying out development must display to comply with this duty.

The person carrying out development must ensure that the notice is:

- a) Firmly affixed and displayed in a prominent place at or near the place where the development is being carried out;
- b) Legible and easily visible to the public without having to enter the site; and
- c) Printed on durable material. The person carrying out development should take reasonable steps to protect the notice (against it being removed, obscured or defaced) and, if need be, replace it.

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.

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

The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

The scheme of arboricultural supervision required in connection with condition no. 17 above shall make provision for a pre-commencement site meeting between the Local Planning Authority's Arboriculturist, the Developer/ Applicant/ Agent and their appointed Arboricultural Supervisor to agree matters of detail. It shall specify the frequency of arboricultural monitoring and reporting to the Local Planning Authority on the status of all tree protection measures throughout the course of the development and make provision for the submission and approval of a satisfactory arboricultural completion statement

The written consent of the Highway Authority (as required by section 278 of the Highways Act 1980) must be obtained before any work is carried out within the confines of the highway in connection with condition no(s). 21 and 22. Further guidance can be obtained from the Highway Authority of Wrexham County Borough Council.

The written consent of the Highway Authority (as required by section 38 of the Highways Act 1980) must be obtained before any work is carried out on private land that is intended for adoption by the Highway Authority in connection with condition no 26. All works shall be constructed to a safe and usable condition and completed to an adoptable standard. Further guidance can be obtained from the Highway Authority of Wrexham County Borough Council.
