

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/PD/2010/0680

Your Ref: P/2010/0680

Date: 13 October 2010

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 3330 5589 Llay Park Schools

Development: Refurbishment of existing junior school building and construction of new extension to provide accommodation for infant and pre school classes and closure of School Road (in part)

I refer to your consultation dated 6 August 2010 in respect of the above.

The development site is accessed via an unclassified road within a 20 mph speed limit and subject to a one way traffic order.

The existing schools both currently access via separate entrances at either end of School Road. The limited car parking provision at both sites is for use by staff only. Parental pick up and drop off takes place along the full length of School Road.

As part of the plan to amalgamate the school on the Junior School site it is proposed to stop up part of School Road for inclusion within the school site.

This will inevitably lead to loss of proximity parking for parental pick up and drop off and is likely to create increased on street parking on the adjoining streets in the vicinity of the site. It is hoped that the implementation of a travel plan will lead to a reduction in journeys made to the school and that the impact on surrounding streets will be minimised.

Any parental car parking issues should be picked up by the regular monitoring required within the travel plan and steps then taken to ease any problems raised.

Staff parking will be separately provided in a dedicated car park to the south east of the site.

The remainder of School Road is to be widened to allow for the creation of 17 dedicated off road parking spaces. The order restricting it to one way will be revoked and a turning circle introduced to allow manoeuvrability near the school access. The traffic calming build outs will be removed to allow for free flow of traffic in both directions. Revisions will be made to existing traffic regulation orders to prevent on street parking along School Road.

Much of the hard recreation area within the site is the old School Road which forms part of the current council terrier of adopted highways. To enable this development to proceed this area of adopted highway land will require a stopping up order. I assume this will be done through section 247 of the TACP Act 1990.

Delivery vehicles will retain access to the site via the gates to the east of the site.

An initial travel plan has been drawn up by Groundwork on behalf of Wrexham County Borough Council. This plan should be developed into a Final Travel Plan which sets out how the school intends to sustain the current level of sustainable travel by its pupils and identify measures to increase the scope for modal shift.

The proposed development is considered acceptable in principle and I therefore recommend any permission include the following conditions:

CONDITIONS

NONSTDC TRAVEL PLAN

NONSTDR A Final Travel Plan shall be submitted and approved by the Local Planning Authority prior to occupation of the development. An annual monitoring report setting out the progress made towards achieving the targets identified shall be submitted to the Local Planning Authority, following the anniversary of the occupation of the development, up to and including the fifth anniversary.

NONSTD SUBMISSION OF FURTHER DETAILS

NONSTDR There shall be no development permitted on site until a scheme showing a detailed layout, design, drainage and construction of a road widening scheme, to include footway and car parking provision has been submitted to and approved by the Local Planning Authority.

NONSTD STOPPING UP OF HIGHWAY

NONSTDR Any adopted highway land proposed for use within the development site shall be formally stopped up to the satisfaction of the Planning Authority prior to commencement of development.

NONSTDC IN ACCORDANCE WITH PLAN

NONSTDR The development shall be laid out in strict accordance with the approved plan.

SUPPLEMENTARY NOTES

The applicants' attention should be drawn to the following supplementary notes: 1, 3, 4 & 5



Infrastructure and Planning Manager