## Ellie Jones

**From:** planning_admin
**To:** Jenni Perkins
**Subject:** RE: H1147 - Ysgol I. D. Hooson, Wrexham - Flood Evacuation Route / Highways

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**From:** Darren Brimble <Darren.Brimble@readconstruction.co.uk>
**Sent:** 17 September 2025 17:12
**To:** Jenni Perkins <Jenni.Perkins@wrexham.gov.uk>
**Cc:** David Barwell <dave.barwell@engassist.co.uk>; Jeremy Roberts <Jeremy.Roberts@wrexham.gov.uk>; Gareth Rowlands <Gareth.Rowlands@readconstruction.co.uk>; Tom Bradshaw <Tom.Bradshaw@readconstruction.co.uk>; Lisa Vaughan <Lisa.Vaughan@wrexham.gov.uk>; Lucy Fuchsbichler <LucyFuchsbichler@hughesohanlon.co.uk>; Nick Bateman <Nick.Bateman@wrexham.gov.uk>; Keith Edwards <Keith.Edwards@wrexham.gov.uk>; Cathryn Hughes <Cathryn.Hughes@wrexham.gov.uk>; Philip Mullineux <Philip.Mullineux@wrexham.gov.uk>; David Sagstad <david.sagstad@devplanning.co.uk>; Keith O'Hanlon <keithohanlon@hughesohanlon.co.uk>
**Subject:** RE: H1147 - Ysgol I. D. Hooson, Wrexham - Flood Evacuation Route / Highways

Afternoon Jenni,

We've now had the opportunity to discuss the attached Memorandum (ref: ET/DC/PP/P/2025/0337) with our client and consultant team and provide the following responses to the items raised.

Apologies for the long-winded email however I wanted to capture all matters in one place.

**Construction Traffic Management Plan:**
Regarding the "key matters that must be addressed" under the CTMP commentary from the LHA we provide the following responses/direction to the information required, together with an updated CTMP and Programme as necessary.

- . Travel routes to and from the site including for HGVs and contractors / construction staff.
  - Outlined in section 1.2 of the document.
- Management of HGV movements to avoid school start / end times
  - Outlined in sections 4.3 & 4.4
- How School access and parking will be managed and maintained during construction.
  - Outlined in sections 1.3 & 1.4
- How contractor parking, including the overspill parking, will be managed to ensure there is no impact on the surrounding residential streets.
  - All contractor parking on site as per section 1.4. Any additional contractor parking requirement will be facilitated by an extension of the site boundary to the south onto the current playing field. Discussions to take place with the school about contractors' use of school car park for overspill during holiday periods only – not during term time.
- How Pedestrian safety will be ensured – including reprovision of pedestrian routes should footways be closed.
  - Plans outlined in section 1.3 show that there will be no closures of existing pedestrian routes – all to remain open and accessible by the school. Also refer to sections 4.3 & 4.4 with regards to managing traffic impact at peak times.
- Interface with existing school operations.
  - The temporary playground area will be segregated from the construction site and the remainder of the school car park. The area will be managed by the school. School deliveries/collections will continue within this area (as existing arrangements). The area will also be available for limited drop-off and collections.
- Emergency Access provision
  - Outlined in section 6.4 of the document.

Initial review of the attached programme document refers to this document as appendix D.

**Framework Travel Plan:**

- Inclusion of School Governor details, confirming responsibilities and commitments
    - Section 2.3 of the Travel Plan is a section for the School Governor to sign off. This would occur on the approved Travel Plan. If approval is given, the Governor would then be in a position to sign.
- Commitment to annual hands-up pupil surveys and bi-annual car park monitoring for a minimum of 10 years.
    - Commitment to hands-up, included at 5.3.13. Commitment to car park monitoring in Section 5.5, stated as September and March.
- Mode share targets set for Years 2, 5, and 10, aligned with phased pupil intake and capacity planning.
    - Mode share targets for Years 2, 5 and 10 – provided for staff in Table 5.2. Provided for pupils in Table 5.1.
- Confirmed participation in WCBC initiatives, including cycle training and walking bus programmes.
    - Commitment to participate in WCBC initiatives, made within section 6.3, including WCBC cycle training, WCBC Child Pedestrian Training, WCBC walking bus initiative.

Given the above information is provided, is there opportunity to dispense with the proposed conditions considering the information has been provided. At present we have significant planning delays relating to these matters, our initial anticipated start date is now several months behind programme. Response times from statutory consultees has also taken longer than anticipated.

**Closing Paragraph**

"However, with reference to the LHA consultation response dated the 9/06/2025, there are still a number of concerns previously raised by the LHA which have not been addressed with this additional information. Therefore it is difficult for the LHA to support the application at this stage.

It's unclear from this statement which items remain unaddressed. From our meeting with the LHA and LLFA back on 17th June the items we understood required further action were the above documents/amended documents provided. For the avoidance of doubt we provide the following commentary next to each of the headings in the Memo dated 09/06/2025.

**General**

No information required.

**Access**

Dropped kerb crossings requested. Drawing DPL SK004 produced and submitted showing these.

In terms of sub-heading "Flooding / Access Issue" we have recently commissioned a Risk Assessment and Flood Evacuation Plan to identify a safe route for pupils and staff to evacuate the school in the event of a flood. The report will consider a range of options in this regard however the intention is to evacuate on foot to satisfy the requirements of TAN15. We assume this document will be sufficient to allay concerns regarding additional traffic movements generated during a flood event.

**Flooding/ Access Issue**

This issue is to be dealt with by the flood specialist. I understand that you can elaborate on this point.

**Parking and Turning Provision**

This item was discussed at the all-party meeting on the 13th June 2025. It was expressed that the parking layout and strategy is fixed with limited opportunity to significantly increase capacity due to the site constraints. The design provides betterment on the current layout and improved circulation which has been assessed in the DPL report to limit impact on the surrounding road network.

**Cycle Parking/ Shelters**

This was submitted in Appendix A of the updated Travel Plan.

**Parking Beat Survey**

See Parking and Turning Provision.

The measures proposed are:

- Improved circulation of car park;
- Improved car park layout;
- Travel Plan commitment;
- Improved access for pedestrians; and
- Improved and new cycle storage across the site.

The parking provision shown on the masterplan is that which can be delivered on site. The above measures are proposed to manage the use of cars to/ from the site. It is noted that the highway authority raised concern throughout their response regarding the provision of on-site car parking, with the above measures being the mitigation proposal.

**School Travel Plan – Comments from WCBC Active Travel Section**

The updated Travel Plan covers all issues raised, as set out in the covering email to that submission.

The only element which is not complete is the signing of the Travel Plan by a Governor. A Governor will sign the Travel Plan, once approved. Can the authority confirm that the text of the document is approved, allowing the signing of it?

**Swept Path Refuse Vehicle**

This was submitted as drawing DPL SK005 on 03/07/2025.

This is a revised swept path analysis with an 11.2m refuse vehicle. It can be seen that the vehicle can enter and exit the site in a forwards gear. It can be seen that the movement is tight to the kerbs on the exit route to the car park, however it is reasonable to assert that this is the existing situation and no changes are proposed here. There are no issues highlighted in the turning within the car park itself. I have removed the circulatory arrows from the plan, with the intention being that the car park is one-way circulatory at drop-off and pick-up times.

**Construction Traffic Management Plan**

As above, this has since been submitted on 30/07/2025. Subsequent clarifications and CTMP updated following the most recent Memorandum (ref: ET/DC/PP/P/2025/0337) as above and attached.

**CONCLUSION**

**Pedestrian Crossing Improvements**

These are proposed and were issued on 03/07/2025 – see DPL SK004.

This drawing shows the proposed works to create 4xdropped-kerb tactile-paved crossings at the mini-roundabout. This is to encourage active travel access and reduce reliance upon the private car.

The works shown are 4 pairs of dopped kerbs with tactile paving and, also, the reinstatement to full-height of 2xdropped kerbs. The locations of the crossings have been kept within the existing double yellow lines so as not to impact on on-street parking. The locations have been selected at a point where the kerbs are roughly parallel to minimise the amount of tactile paving required and ensure legibility.

It is not proposed to alter the dropped kerb which is used as a driveway access to a property (southwest corner), nor reinstate the redundant dropped-kerbs to the same property which formerly appeared to provide access to a rear driveway. These matters are issues which the highway authority would need to address, if they are so minded.

**Parking Beat and Parking Provision**

See Parking Beat Survey, above.

**Lay-by/ Dropping Off Point**

See above under the heading Parking Beat Survey.

**Travel Plan**

See above, under the heading School Travel Plan

**Swept Path of Refuse Vehicle**

See above under the heading Swept Path Refuse Vehicle.

Assuming the above is in order we look forward to your response. Given the extended period for determination we would very much appreciate any prioritisation that could be made with regard to this application.

If you have any comments or queries, please get in touch.

Best Regards,

Darren

**Darren Brimble**
Design Manager

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**From:** Keith O'Hanlon <keithohanlon@hughesohanlon.co.uk>
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Afternoon Darren,

Copy of Jenni's e-mail attached.