MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0754	**Your Ref:**	P/2025/0754
Date:	15/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: LLEOLI ADEILAD MODIWLAIDD / SITING OF MODULAR BUILDING

LOCATION: ALL SAINTS CHURCH IN WALES VOLUNTARY AIDED SCHOOL, CLAPPER LANE, GRESFORD, WREXHAM, LL12 8RW

I refer to your consultation / email dated 09/10/2025 in respect of the above.

General

The proposed development comprises the provision of additional accommodation / modular building which will function as a school library / ICT suite and also accommodate the school therapist. The LHA understand that the proposed development is required to improve the existing facilities at the site with no planned increase in pupil numbers.

Access

The submitted plans appear to suggest that a 10.6m long crane and 13.6m long HGV will be required to install the proposed modular building and will access the site via the existing gated access off the school playground onto Clappers Lane.

Clappers Lane is a classified road subject to a 20mph speed limit. Any proposed / existing access in this location would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is adequate in the northerly direction providing a visibility splays in excess of 2.4 x 25m measured to the nearside edge. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 17m measured to the nearside edge. Visibility is limited in this direction in that the required splay would cut across 3rd party land.

The existing access is approximately 4.2m wide and gated at around 3.8m behind the adjoining carriageway. The access is paved with hard bound materials.

Given the substandard nature of this access, any proposed use would need to be controlled by traffic management measures eg/ Construction Traffic Management Plan (CTMP).

Parking & Turning

Adequate parking and turning provision is required in accordance with LPGN 16 requirements. Class D1 Use typically requires a maximum of 2 car spaces plus 1 car space per $25m^2$. The proposed development comprises a gross floor area of $81m^2$ which would normally require a maximum of 5 additional spaces. However, the LHA understand that there are no planned increase in pupil numbers or additional staff proposed associated with this development. It is understood that no additional parking is proposed with this development which is considered acceptable in this instance based on the above information.

Parking provision for the school itself (staff & visitors) comprises 2 no. car parks accessed off School Hill. There are approximately 35 spaces available between the two car parks. The LHA understand that these car parks are well used with some vehicles typically having to park along the opposite side of the road on a regular basis.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

If the application is supported, the LHA recommend that a suitable condition is included which requires the submission of a CTMP including provisions for contractor parking

CTMP to include (but not limited to) the following information:-

- Duration of works
- Detailed plan of proposed access to be used for construction related traffic ie/ width, visibility, surfacing/ position of any gates, requirements for any modifications.
- Number / type / size of construction vehicles required to complete the works.
- Swept path details of largest HGV likely to visit the site during the works including entering from both directions, turning & parking within the site, exiting the site in both directions.
- Number / frequency of construction related vehicles ie/ daily vehicle movements.
- Maximum number of contractor vehicles likely to require parking each day along with a suitably scaled plan indicating where contractors will park / turn within the site when the existing school car parks are full.
- Detailed plan indicating Chapter 8 Signing & Guarding proposals
- CTMP to include a statement that no contractor related vehicles will park on the adjoining highway.
- Statement that a wheel wash will be made available on site if required.
- Statement that a road sweeper will be made available on site if required.

For further advice on the contents of the above CTMP and Traffic Management requirements, the LHA recommend that the applicant liaises with the WCBC Traffic section on Tel: 01978 729643.

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.