

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0299	Your Ref:	P/2024/0299
Date:	11/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU MAES PARCIO YNG NGHEFN YR YSGOL / CONSTRUCTION OF CAR PARK TO REAR OF SCHOOL

BERSHAM HALL BERSHAM ROAD BERSHAM WREXHAM

Grid Ref: E 331285 N 349302

I refer to your consultation / email dated 21/09/2023 in respect of the above.

Access

The proposed development site is accessed off Bersham Road which is a classified road subject to a 20mph speed limit. This section of Bersham Road is traffic calmed in the form of priority working buildouts and speed cushions.

Based on speeds of 20mph, any proposed / existing access in this location would require visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in the westerly direction (due to build out) and to the nearside edge of the adjoining highway in the easterly direction. Visibility from the existing access is adequate providing splays in excess of the above requirements.

The existing access is approximately 4.6m wide and is surfaced with hard bound materials. The access is of sufficient width to accommodate 2 cars passing simultaneously but is unlikely to accommodate mini-buses passing at the same time due to the restricted access width and geometry of the access. The access would benefit from widening but I understand that this may be limited due to the site falling within a conservation area.

The access is gated at 4.8m behind the adjoining carriageway. I understand that these gates are left open throughout the day and closed at night when vehicle movements cease.

Beyond the gates, the access road reduces in width to around 3.9m which cannot accommodate 2 cars passing simultaneously. I understand that the applicant is willing to widen this restricted section to improve access. I would recommend that the applicant provides swept path details of 2 standard size cars accessing / exiting the main entrance simultaneously. **I would recommend that the applicant indicates the proposed access improvements along with appropriate swept path details on a suitably scaled layout plan.**

Traffic Generation

If the application is supported, there will inevitably be an increase in vehicle movements through the existing school access. As previously indicated, I understand that the applicant is willing to widen this restricted section of the existing entrance to improve access which would be a significant improvement.

Parking and Turning Provision

The existing car park at the school has around 11 spaces. I understand that due to the limited parking provision at the site for staff, parents, carers, that an agreement is in place with the adjoining bowling club to utilise their existing car park. However, a planning application (ref: P/2023/0662) is currently being considered for the redevelopment of the Bersham Sports & Social Club to provide 9 no. dwellings. As part of these proposals, the existing parking area associated with the club (part used by the school) will be removed. This loss of parking at the club is intended to be offset by providing the proposed car park at the school and to minimize the potential for on street parking. I also understand that the school will in future be looking to increase the number of children at the school from 50 to 80 which will require 5 additional staff members and increase parking demand at the school.

No details of the existing / proposed floor areas at the school have been provided. I would recommend that this information is provided so an assessment can be made in respect of LPGN 16 parking requirements.

The site currently has parking for around 11 cars fronting the main building. Proposed spaces nos. 18 – 22 do not appear to have 6m clearance behind for turning. **I would recommend that this detail is annotated on a revised layout plan.**

I would recommend that any existing / proposed parking spaces are suitably marked out using white lining materials. I would recommend that this detail is annotated on a revised layout plan.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.

A handwritten signature in dark ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, slightly slanted style.

Chief Officer, Environment & Technical