MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0346 Res(3)	**Your Ref:**	P/2025/0346
Date:	05/12/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH D1 YSGOL I SAFLE AML-DEFNYDD YN CYNNWYS DEFNYDD A1, A3, B1, D1, A D2 / CHANGE OF USE FROM D1 SCHOOL TO MULTI-USE SITE INCLUDING A1, A3, B1, D1 AND D2 USES.

LOCATION: PONTFADOG COUNTY PRIMARY SCHOOL, PONTFADOG, LLANGOLLEN, LL20 7AH

I refer to your consultation / email dated 10/11/2025 including revised site plan (Drg. No. 1903-ACS-XX-ZZ-DR-T-001-B) and Transport Statement - Rev A Dated 22/10/2025) & footway photographs received 02/12/2025 in respect of the above.

Access

The proposed development site is located on the B4500 which is a classified road subject to a 20mph speed limit.

Any proposed / existing access in this location would be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions providing a splay of approximately 2.4 x 7m in the north easterly direction and 2.4 x 6m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is currently restricted in both directions due to the existing hedgerow and also the required splay in the north easterly direction would need to cut across 3rd party land.

The revised layout plan indicates a modified / widened access providing splays of 2.4 x 25m in both directions which is considered acceptable.

The existing 4.3m wide access serving the development site is served by a 4.5m wide dropped kerb The access is surfaced with hard bound materials. The LHA previously recommended that the existing access is widened to a minimum width of 4.8m with no gates being erected across the access. This will require the widening of the existing dropped kerbs fronting the access. The revised access will need re-locating in the westerly direction to provide the required visibility splays. This will require s.184 consent from the Council to provide appropriate dropped kerbs and reinstate any unnecessary dropped kerbs serving the existing access to full height footway construction. **The revised layout plan indicates the re-location and widening of the access to 4.8m which is considered acceptable. However, the gates indicated at approximately 2.1m behind the edge of carriageway will need to be conditioned to remain open during operational hours.** The applicant will require s.184 / 171 consent to carry out the access works.

Any proposed access will require surfacing with hard bound materials for a minimum distance of 5m behind the highway boundary. An Aco drain or similar will be required across the access to prevent any surface water run-off flowing onto the adjoining highway (where an access falls towards the highway). **The above details can be delivered via appropriate planning conditions**.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided within the curtilage of the site in accordance with LPGN 16.

The submitted Transport Statement indicates LPGN 16 parking requirements in respect of Class A1, A3, B1, D1 & D2 with proposed floor areas. Based on the submitted floor areas / class uses the proposed development would require a maximum of 16 spaces. The provision of 15 no. spaces as indicated on the revised layout plan would be considered acceptable

The LHA recommend that any proposed spaces are marked out with white lining materials.

It may be considered appropriate to include a suitable condition for a Service Delivery Management Plan (SDMP) to control the size of vehicle permitted at the site.

Swept Path Details

The revised layout plan indicates the swept path movements of a 7.2m long medium sized delivery vehicle which is considered acceptable. **The LHA recommend the maximum size of vehicle permitted to visit the site is controlled by a suitable condition ie/ Service Delivery Management Plan (SDMP).**

Cycle Parking / Storage

The revised plan does not indicate sufficient detail of any proposed cycle parking / storage provision as required by LPGN 16 / Active Travel Guidance. **The LHA recommend that adequate cycle parking provision (eg/ Sheffield stands including cover / shelter) is provided at the site. This requirement could be delivered by a suitable planning condition.**

Traffic Generation / Trip Generation

The submitted Transport Statement includes an estimate of the likely vehicle trip generation of a selection of uses that fall within the extant D1 use of the site is provided below. The estimates are based on typical trip rates for these uses that have been derived from the TRICS trip rate database. The TRICS data is included in Appendix 2 of the report:

The LHA questioned elements of the submitted data in respect of selected site locations and age of survey data (some exceeding 8yrs old) which has since been addressed by a Transport Statement Addendum – Dated 22/10/2025. The updated information has been amended in the table below:-

Appendix 2 TRICS Trip Rate Data – Existing Permitted D1 Uses

Land Use	**Daily Vehicle Trip Rate**	**Daily Vehicle Trip Generation (191m2 gfa)**
Primary School	36.7 per 100m2	70 movements
Creche / Day Nursery	48.64 per 100m2	93 movements (max)
Community Centre	43.122 per 100m2	82 movements
Place of Worship	19.999 per 100m2	38 movements (min)

Table 1 Existing Permitted Use – Vehicle Trip Generation Estimate

The revised TRICS analysis suggests that the extant D1 use class of the site has the potential to generate between 38 daily vehicle movements and 93 daily vehicle movements, with the upper end of that range associated with the use of the site as a creche / day nursery.

Trip Generation (revised)

The likely trip generation of the proposed development has been estimated based on evidence of typical trip rates for these uses that have been derived from the TRICS trip rate database. The TRICS data for café and office use is included in Appendix 3.

Appendix 3 TRICS Trip Rate Data (Café / Office)

Land Use	**Daily Vehicle Trip Rate**	**Daily Vehicle Trip Generation (191m2 gfa)**
Café	56.376 per 100m^2	@ 36m^2 = 20 movements
Office	3.349 per 100m^2	@10m^2 = 0.3 movements
D1 / D2 Community Centre Use	43.122 per 100m^2	@71m^2 = 31 movements
	Total	**51 Movements**

The submitted TRICS analysis suggests that the proposed use of the site has the potential to generate around 51 daily vehicle movements.

This falls within the range of traffic generation that can reasonably be expected from the existing permitted use of the site (see Table 1). The proposed change of use is therefore considered unlikely to have any significant impact in terms of potential traffic generation at the development site.

Highway Improvements

Existing Footway fronting site

The existing footway fronting the site up until recently only provided an approximate useable width of 1.1m as the existing hedgerow fronting the site was encroaching over the adopted footway / highway. After a site inspection on 04/12/2025, the exiusting hedgerow has been partially cutback allowing the original footway width to be measured. The footway is typically 1.9 / 2.0m wide and in reasonable condition. However, parts of the hedge are still encroaching over the footway limiting the useable width. **The LHA recommend that the applicant cuts the hedgerow back so it is located behind the existing boundary fence (limit of highway adoption).** The WCBC Contracts & Engineering Manager and Area Supervisor are aware of this encroachment. The revised layout plan (Drg. No. 1903-ACS-XX-ZZ-DR-T-001-B) indicates the removal of the existing hedgerow which would address this issue.

Existing Layby
There is an existing layby located opposite the site. If the application is supported, the WCBC Active Travel Section have recommended that this layby is closed up / reinstated to full height footway construction and a new bus stop / shelter with appropriate raised kerbs, bus stop markings provided in order to promote Active Travel. The LHA previously recommended that suitably scaled plan is submitted indicating this detail. **However, having reviewed the revised information submitted with the application, the recommended improvements may be considered beyond what is justified via the current application.**

Keep Clear / Zig Zag Markings
WCBC Traffic Section previously recommended that the existing School, Keep Clear, zig zag road markings fronting the site are removed as they are not relevant to the proposed development. **The LHA understand that these road markings are no longer present following recent re-surfacing work along this section.**

Dropped kerb / Tactiles - Pedestrian Crossing Points
Appropriate crossing points serving any proposed bus stop across the B4500 to the footway fronting the school will need to be provided. The LHA previously recommended that suitably scaled plan is submitted indicating this detail. **However, having reviewed the revised information submitted with the application, the proposed improvements may be considered beyond what is justified via the current application.**

Waste / Recycling

It is assumed that the site will be serviced by a private waste company.

There would appear to be adequate space within the site to provide adequate waste / recycling storage.

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommend that any consent includes a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

Conclusion

In conclusion, the LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

ZJ41 GENERAL LAYOUT
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. 1903-ACS-XX-ZZ-DR-T-001-B.

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD GATES TO REMAIN OPEN
033R Any proposed access gates shall be left open during operational hours.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF
026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR
035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). 1903-ACS-XX-ZZ-DR-T-001-B shall be fully laid out, surfaced, marked out with white lining materials and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTD SERVICE DELIVERY MANAGEMENT PLAN
026R No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not 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 SDMP as agreed shall be implemented in accordance with the approved details.

NONSTD CYCLE PARKING / SHELTER
No part of the development shall commence until further details of the proposed cycle parking / shelter facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided prior to first use of the development,

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN
026R 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 and the plan as is approved has been fully implemented.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical