ALL SAINTS' PRIMARY SCHOOL
DISCHARGE OF CONDITIONS SUPPORTING STATEMENT
Application for Retrospective Approval of Details Reserved by Condition
Planning Approval P/2025/0754 – Condition 5

1.0 Conditional Planning Approval

1.1 The Approval of Details Reserved by Condition application refers to the Planning Approval Ref P/2025/0754 granted on the12th December 2025 for the siting of a modular building at All Saint's Primary School, Gresford, LL12 8RW.

1.2 The approval included a pre commencement Condition 5, which required that:
'No development should commence, including any works of demolition, until a Construction Traffic Management Plan had been submitted to and approved in writing by the Local Planning Authority'.

2.0 Retrospective Approval of Details Reserved by Condition Application

2.1 A 'retrospective' Approval of Details Reserved by Condition application in respect of Condition 5 of Planning Approval P/2025/0754 for the siting of a modular building at All Saints School, is now required, due to the delivery and installation of the 3 bay modular building having now been carried out during the recent half term break.

2.2 It is understood, that the new modular library and ICT Suite building was required by the school for use by pupils and local disadvantaged children over the summer holidays, under the Government backed School Holiday Enrichment Programme (SHEP), and for use as a curriculum teaching space for the start of the next Autumn Term. For health and Safety reasons, the half term break was therefore considered to be the safest time to install the building, when there were no pupils or staff at the school and traffic movements around the school, were significantly reduced.

2.3 In spite of the installation works having been carried out, the outstanding Condition attached to Planning Approval P/2025/0754 still needs to be formally discharged and as such, the draft application details previously prepared have had to be amended to include site record photographs, provided by the school and modular building contractor, of the delivery and installation of the modular building.
The attached 'retrospective' Discharge of Conditions application will still address all of the original CTMP requirements noted in the Condition. The application includes, in addition to the site record photographs, the Contractors CTMP together with a swept path analysis for the full steer flat-bed trailer used for the deliveries and a site layout drawing indicating the site access, designated holding / lifting areas for the modular units and crane, and parking areas used for the contractor's vehicles.

2.4 The application will however only include the haulier's original Full Route and Site Survey Report which still refers to the use of a semi low loader trailer, rather than the flat-bed trailer as used for the deliveries.
As the works are now complete, it has not been possible to obtain an updated copy of the Site Survey Report from the hauliers.

3.0 Site Access Survey

3.1 With no alternative access to the proposal site available, delivery of the modular building will need to be from Clappers Lane, using the existing school entrance gates. The access gates are currently only used by the school for maintenance vehicle access to the playing fields and are not used for general vehicular access. The school site boundary to Clappers Lane consists of a splayed, 800mm high Victorian brick wall and steel railings to the length of the frontage, to the rear of the Clappers Lane footpath which widens from 1.5m to 4.0m on either side of the existing 4.25m wide steel gates.
Visibility splays of 2.4m x 32m can be achieved in a northerly direction and 2.4m x 18.75m in a southerly direction, impacted by a low-level frontage wall and hedge to the neighbouring residential property.



Proposed Site Entrance viewed from Clappers Lane

3.2 Alternative delivery arrangements using the Clappers Lane entrance were investigated, including lifting the units from one vehicle to another over the existing gates and frontage wall, however this was not possible due to the presence of overhead electrical cables. The Site Survey Report advised that the delivery vehicles would need to be reversed into the site, due to an insufficient area of hardstanding area available to turn a vehicle inside the school site. In order to be able to turn and reverse into the site, the haulage company proposed the use of an all-steer low-loader trailer for the larger modular unit.

3.3 Based on this, the modular building contractor and their haulage company prepared and issued an initial Construction Traffic Management Plan and Full Route and Site Survey Report.

3.4 Required to support a Discharge of Conditions application, the haulage company were asked to provide a swept path analysis for the all-steer low-loader trailer to demonstrate that the vehicle could turn and reverse into the site from Clappers Lane.

3.0 Site Access Survey - continued

3.5 In March, the haulage company advised that the swept path analysis had demonstrated that by removing the existing gates, an all-steer low loader trailer could reverse into the site, however, due to the height of the trailer bed, a short section of the brick frontage wall and railings on the north side of the entrance gates would need to be taken down.

3.6 The Haulage company were advised that taking down any of the original Victorian frontage wall would not be acceptable and that alternative proposals would be required, The haulage company suggested the use of a full steer flat-bed trailer, which, with a raised bed height would still require the gates and a short section of railings to be removed but would allow the trailer and load to pass over the wall. A second swept path analysis was commissioned and then issued in early May, demonstrating that the full steer flat-bed trailer and load could turn in Clappers Lane and reverse into the site, without impacting the existing frontage wall.



Existing entrance gates and frontage wall

3.7 In order to complete the information required to submit the Discharge of Conditions application, the modular building contractor was asked to update their draft CTMP and to arrange for the haulage company to amend their Route and Site Survey document to include reference to the swept path analysis for the full steer flat-bed trailer, rather than the all-steer semi low-loader, originally proposed.

3.8 The updated CTMP document was subsequently issued by the contractor, but an amended Full Route and Site Survey report was not received from the haulage contractor at the time, as a result of which the submission of a Discharge of Conditions application was further delayed.

4.0 Contractors Construction Traffic Management Plan.

4.1 The Contractors Construction Traffic Management Plan, included in this Discharge of Conditions application, directly addresses the requirements set out in the relevant Planning Condition and includes confirmation that:

4.2 All construction and delivery activities relating to the installation of the modular building will comply with the permitted working hours of:

07:30–18:00 Monday to Friday
08:00–14:00 Saturday
No working on Sundays or Bank Holidays

4.3 Initial preparatory works, to enable the delivery and installation of the modular building will include the careful removal of the existing school gates and a short section of railings to the north side of the gates. Following removal of the gates the opening will be secured with lockable Heras fencing when not in use to prevent members of the public entering the site. The Heras fencing will then remain in place until completion of the installation works, when the gates and railings will be reinstated.





Photographs of Heras fencing to entrance and trackway to loading / lifting areas

4.4 A proprietary metal trackway will be laid from the entrance gates to the designated holding and lifting areas to protect the existing tarmac play area surfaces and provide a suitable running surface for HGVs and crane operations. Delivery Vehicles will only use the trackway to access the holding area and therefore there will not be any soil / mud transferred onto the highway and a road sweeper and / or wheel washing station is unlikely to be required. The trackway will then be removed on completion of the installation works.

4.5 The mobile crane set up and the delivery and installation of the 3 No building modules will take place in a short co-ordinated delivery and installation window, which is estimated at a maximum of one day of activity on site.

4.0 Contractors Construction Traffic Management Plan. - continued

4.6 The proposed works include the delivery and installation of 1 No 3.0m (W) x 12.0m (L) and 2 No 3.0m (W) x 7.8m (L) off-site constructed Building Modules. The modular units will be delivered on suitable articulated vehicles, reversed into the site to a dedicated holding area identified on drawing PL-03B, and lifted into position using a mobile crane, under the guidance of designated Traffic Marshalls and Banksmen. A lifting plan and RAMS for the mobile crane will be prepared by a competent Appointed Person, prior to the lift.





Photograph of delivery of larger building module in holding and lifting areas

4.7 Following the delivery and installation of the modular building, further works will be undertaken on site to complete the fit-out and commissioning works.These ongoing works will require the presence of two contractor vans, which will remain on site for an estimated time of 7 working days.



Photograph showing trackway removed and parking area for contractor's vehicles

4.8 All vehicles associated with the installation will be accommodated within an on-site designated secure parking area provided by the school for the duration of the works, in a position indicated on drawing PL-03B and no contractor or other works associated vehicles will be parked on Clappers Lane or the surrounding highway at any time.

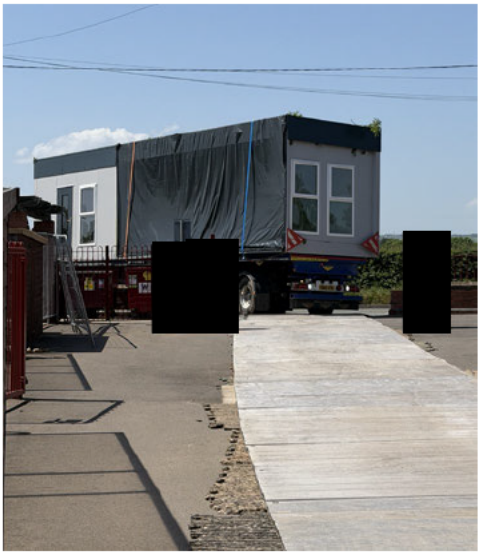
5.0 Swept Path Analysis

5.1 The Condition states that the swept path drawing should include details showing how the largest HGV visiting the site would enter, park, turn and leave the site in a forward direction. As identified in the initial Site Survey, the area of hardstanding (playground) inside the site is not large enough to turn an articulated vehicle and therefore the delivery vehicle will have to reverse into the site in order to be able to leave the site in a forward direction.

5.2 The initial swept path analysis highlighted that, due the height of the load bed, the use of an all-steer low loader trailer would require a wider opening than the existing gates, resulting in part of the existing Victorian frontage wall having to be taken down.

5.3 A second swept path analysis drawing: MServ S265-MS-LYM-XX-SP-Y-80001-S4-P1 for a full steer flatbed trailer, demonstrated that the 12.0m long building module could be reversed into the site and, with a higher load bed was able to pass over the existing boundary wall. This revised swept path analysis is included in this Discharge of Conditions application.





Photographs showing the HGV reversing into the site from the north and south

5.4 The record photographs of the delivery shown on drawing PL-07, confirm that as indicated on the swept path drawing, the HGV intended to reverse into the site from the north. It is evident, however, from the photographs, that this manoeuvre was aborted in order to avoid having to remove the southern gate post and internal railings surrounding the school's bin storage area. As the photographs show, the HGV was subsequently reversed into the site from a southerly direction. From this direction the load passed over the frontage wall, as intended and also avoided the need to remove the remaining gate post or any of the adjacent bin enclosure fencing.

6.0 Installation and Completion

6.1 Record photographs clearly indicate that the delivery and installation of the modular building was carried out in accordance with the details included in the Contractors CTMP document.

6.2 Aerial drone photographs taken by the school show the installation of the trackway protection and the designated locations of the HGV holding area, mobile crane lifting area and the parking area for contractors' vehicles, used, at the time of installation by the hauliers' pilot /escort vehicle, all as proposed in the Contractors CTMP and indicated on drawing PL-03B





Aerial photographs showing holding and lifting areas used for installation of modular units



Completed installation photograph of the modular building

6.3 As an off-site constructed modular building, the delivery and installation of the three modular units took less than a day and the building was then fitted out, commissioned and handed over to the school within a week.

6.4 We understand that following handover of the building, the school were responsible themselves for the internal fit out of the furniture and equipment to the new Library and ICT Suite building.