

INTERNAL MEMORANDUM

Your Ref.: P/23/0131

Our Ref.: 23/0131

To: Town Planning – Development Control

FAO: David Cross

From: Engineering and Highways – Highway Development Control

Please ask for: Martyn Tanner

Date: 19/06/2023

OBSERVATIONS BY THE ENGINEERING AND HIGHWAYS DIVISION IN RESPECT OF DEVELOPMENT AFFECTING EXISTING OR PROPOSED PUBLICLY MAINTAINED HIGHWAY

PROPOSED DEVELOPMENT

Demolition of existing school and construction of a new school building within the existing site, including sports facilities and associated landscaping, access and engineering works, temporary staff car park, construction compound and classrooms during construction at Bishop Hedley High School Gwaunfarren Road Penydarren

PLANNING HISTORY

None Indicated.

HIGHWAY ASSESSMENT

The proposal consists of the demolition of the existing school buildings and amalgamation of existing primary schools and a secondary school to create a new all through 3 to 16 school on the site of the existing Bishop Headley School. The existing primary schools will become redundant.

Access

The main vehicular access to the proposed school building is via a new arrangement off Galon Uchaf Road. Vehicular access is achieved via separate access and egress points with one-way traffic flow internally. Secondary vehicular access for servicing at the rear of the building is located off Gwaunfarren Road. There are also segregated pedestrian accesses off Galon Uchaf Road and Gwaunfarren Road.

Access to the proposed sports hall and main staff car park is the existing access point off Gwaunfarren, albeit subject to a re-alignment.

The proposal also includes alterations to the existing highway in the vicinity of the development. Numerous new controlled pedestrian crossings are to be provided on Gwaunfarren Road and Galon Uchaf Road to improve pedestrian movements. Drop-off/pick-up parking bays are also to be provided on Gwaunfarren Road and a raised junction plateau at the junction between Galon Uchaf Road and Gwaunfarren Road. Finally, extensive road marking and TROs are proposed to prevent on-street parking where it will have an adverse effect on highway safety and the free flow of traffic.

The proposed access arrangements give no undue cause for concern subject to detailed design and implementation on-site, which can be ensured via condition.

Circulation

Internal circulation for the main school building consists of an in/out one-way system. There is also a separate service vehicle access to the rear of the school. A coach drop-off/pick-up area is located near to the proposed sports hall and staff car park. The proposed internal circulation arrangements provide adequate space to allow expected vehicles to enter and exist in a forward gear. As such, the proposal gives no undue cause for concern regarding internal circulation.

Parking

Parking Standards Wales 2008 provides separate parking requirements for Primary and Secondary Schools, as follows:

Type of Development	Operational	Non-Operational
Nursery/Infants/Primary Schools	1 commercial vehicle space	1 space per each member of teaching staff and 3 visitor spaces
Secondary Schools	1 commercial vehicle space	1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 20 students of ages 17 and 3 visitor spaces. Bus parking as required

The submitted transport assessment provides an assessment using the Wales Parking Standards 2014 considering Learning Support Assistants (LSAs) as both teaching and non-teaching staff. Given the 2008 standards are still in use in MTCBC the parking requirement has been reassessed as follows:

LSAs as non-teaching:

Requirements	Staff/Students	No. of parking spaces required.
Commercial vehicle space	N/A	2 commercial
1 per teaching staff	58	58
Visitor	N/A	6
1 per 2 ancillary staff	51	25
1 per 20 students of age 17+	85	4
Total		2 commercial + 93 spaces

LSAs as teaching:

Requirements	Staff/Students	No. of parking spaces required.
Commercial vehicle space	N/A	2 commercial
1 per teaching staff	83	83
Visitor	N/A	6
1 per 2 ancillary staff	26	13
1 per 20 students of age 17+	85	4

Total	2 commercial + 106 spaces
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As such, the proposed new school has a off-street parking requirement in the range of 93 to 106 spaces plus 2 commercial vehicle spaces. the submitted Transport Assessment indicates that 125 spaces are to be provided. This level of parking provision is in excess of the developments requirement in accordance Wales Parking Standards 2008. The development also provided adequate provision for bus parking and parent drop-off/pick-up. As such, the proposal gives no undue cause for concern regarding parking.

Trip Generation

The amalgamation of the existing separate schools will result in an increase in traffic using Gwaunfarren Road and Galon Uchaf Road. Nevertheless, the submitted transport assessment includes junction capacity assessments that indicate the streets have sufficient capacity to accommodate the increased traffic. Furthermore, highway improvements are proposed that sufficient mitigate the increase in traffic, particularly at the junction between Galon Uchaf Road and Gwaunfarren road by means of a raised junction plateau.

Travel Plan

The planning submission also includes submission of a travel plan. The travel plan sets out sufficient methodology to assist with reducing reliance on private motor vehicles to travel to the development.

RECOMMENDATION

No highway objection is raised subject to the following condition(s):

1. Notwithstanding the submitted plans, development shall not commence until full engineering design and detail of the proposed highway improvements on Galon Uchaf Rod and Gwaunfarren Road have been submitted to and approved in writing by The LPA. The approved details shall be implemented on site prior to beneficial occupation of the development.

Reason: To ensure the adequacy of the proposed highway improvement works, in the interests of highway safety and the free follow of traffic.

2. The parking spaces indicated on submitted drawing no. "BCA-ATK-VX-ZZ-DR-A-021001 Rev P6", titled "Site Wide – General Arrangement Plan" shall be constructed on site in permanent materials and remain for the purpose of vehicular parking only.

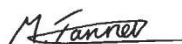
Reason: To ensure vehicles are parked off the public highway, in the interests of highway safety and the free flow of traffic.

3. The submitted travel plan shall be adhered to once the development comes into use.

Reason: To encourage sustainable means of travel and reduce reliance on private motor vehicles.

NOTES

None.



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Head of Engineering and Highways