MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2024/1293	**Your Ref:**	P/2024/1293
Date:	05/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI CYFLEUSTER HYFFORDDI NEWYDD YN CYNNWYS 2 ADEILAD NEWYDD A 2 GYNHWYSYDD LLONGAU / ERECTION OF NEW TRAINING FACILITY COMPRISING OF 2 NEW BUILDINGS AND 2 SHIPPING CONTAINERS

LOCATION: DARLAND SCHOOL AND SPORTS CENTRE, CHESTER ROAD, ROSSETT, WREXHAM, LL12 0DL

I refer to your consultation / email dated 27/09/2024 in respect of the above.

General

The proposed development comprises the setting up of the Wexham FC Football Academy Facility within the grounds of Darland High School. The academy will have 9 age groups from under 9's to under 18's, with a total of 120 players and 35 staff / coaches (full time and part time). Training will take place on all weeknights, with matches played on weekends.

Training start/finish times will be staggered to minimise overlap between the age groups and limit the concentration of movements. Matches will be alternated home/away and so there will only ever be a maximum of four matches occurring at a time.

Training:

- Under 9's to Under 12's will train 17:30-20:30 Monday and Friday
- Under 13's to Under 16's will train 17:30-20:30 Tuesday, Wednesday and Thursday
- Under 18's will train 09:00-16:00 Monday, Tuesday, Thursday and Friday

Matches:

- Under 9's to Under 15's play matches on Sunday mornings – 11:00 kick-off. Maximum of four matches at any one time
- Under 16's and Under 18's play matches on Saturday mornings – 11:00 kick-off. Home/away fixtures will alternate, so that only one game is played at a time.

The proposed buildings relating to the development already appear to be in place at the site. It is understood that they comprise Block 1 & 2 and 2 no. shipping containers.

Block 1 (345.6m^2 gfa) comprises:-

- Eight changing rooms
- WC
- Plant room
- Two-person office space

Block 2 (345.6m^2 gfa) comprises:-

- Two staff changing rooms
- Medical office and medical room
- Offices for six people
- Phone meeting space
- Staff meeting space
- Classroom with 20 desks
- A gymnasium

Shipping Containers

- Storage for football and maintenance equipment

The proposed site plan (Drg. No. **WYA-AFL-ZZ-ZZ-DR-A-20002 Rev P10** indicates the provision of 5 no. grassed football pitches on the existing school playing fields along with a new artificial pitch located between the existing playing fields and main school buildings

Access

There would appear to be 3 potential access points serving the development site as follows:-

- Main School Entrance off B5445 Chester Road (westerly access)
- Rear Access (one way) via Darland Close onto Darland Lane (northerly access)
- Field Maintenance Access off Gamford Lane

Main School Entrance off B5445 Chester Road (westerly access)

The main school access is located on the B5445 Chester Road which is a classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing access 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 providing splays in excess of 2.4 x 25m in both directions.

The existing access is 6m wide and gated 8.7m behind the adjoining carriageway. The access is paved with hard bound materials. There is an existing 1.2 -1.8m wide footway running alongside the southern side of the main access leading into the site.

It is understood that the majority of vehicles accessing the site off Chester Road utilise the existing car park(s) and typically access out back through the main access. It is assumed that these access arrangements are intended to continue should the application be supported.

If the application is supported, the Local Highway Authority (LHA) would recommend a condition that requires this access to be the only access (in/ out) serving the proposed development after school closing times in the week and all weekend.

Rear Access (one way) via Darland Close onto Darland Lane (northerly access)

Darland Close is an unclassified, residential road subject to a 20mph speed limit. Darland Close has an existing carriageway wdith of 4.3m wide with 1.7m wide footways either side. Darland Close would not benefit from any significant increase in vehicle movements utilising this access or any potential on-street parking as a result of the proposed development.

Visibility at the junction of Darland Close with Darland Lane is adequate providing splays of 2.4 x 25m in both directions (20mph speed limit).

The existing one way system operating to the additional car parks at the school accessing out only to the north via Darland Close would not be considered the preferred means of access as it is likely to become a nuisance to residents living on Darland Close.

If the application is supported, the Local Highway Authority (LHA) would recommend that this access provides appropriate "no entry signs" either side of the access. The LHA would recommend a condition which requires the locking of the gates across this access so it is not used for access after an appropriate time in the week (eg/ 17:00) and locked permanently over the weekend so as not to have a detrimental impact on the residents along Darland Close.

Field Maintenance Access off Gamford Lane

The access is located on Gamford Lane which is a rural, classified road subject to a 60mph speed limit. However, the LHA estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing field access onto Gamford Lane was previously fairly narrow in nature and gated a short distance from the carriageway edge. Given the existing hedgerows, visibility from this access would have been very limited and not compliant with current highway standards.

Modified Field Access

The existing field access has recently been widened and modified as follows:-

- Access widened to approximately 6.4m wide reducing to 5m wide at 5.8m behind the edge of carriageway. Gated at 5.8m behind edge of carriageway.

- Surfaced with loose bound materials.

- A stoned area of hardstanding has been formed just inside the access with 2no. large steel storage containers plus a smaller container / cabin being sited in this area.

- A new stoned track has been constructed behind the existing hedgerow (purpose unknown).

Based on typical speeds of 30mph, visibility from the modified access is considered adequate in the south easterly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge (subject to the regular maintenance of the hedgerow along this section). However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 5m measured to the nearside edge. Visibility in this direction is impeded by the existing hedgerow. Visibility could be improved by lowering a section of the hedgerow to maximum height of 1m above the adjoining carriageway level.

The modified access is described in the submitted Transport Note as being for maintenance and emergency access.

The LHA recommend that further details are provided for this access in respect of the following:-

- **Existing / proposed daily vehicle movements.**

- **Purpose of the proposed steel containers**

- **Intended purpose of the stone track**

- **Maximum size of vehicle using this access along with swept path details of it entering, turning within the site and exiting (both directions).**

- **A suitably scaled plan indicating how adequate visibility will be provided from this access in accordance with the above details.**

The LHA would recommend that such an access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with any gates being set back a suitable distance to accommodate the maximum size / length of vehicle likely to visit the site.

Gamford Lane has no footway or street lighting provision. Pedestrians would therefore have to walk along an unlit rural lane should they decide to park along this section to reach the football pitches. Any such parking along this section would need to be avoided. If the application is supported the

LHA recommend that a condition requiring a Car Parking Management Plan which states that no vehicle associated with the facility will park on the adjoining highway.

The LHA would not support any proposed development that would result in any significant increase in vehicle movements through this sub-standard access onto Gamford Lane.

There is an existing gated field access serving the adjoining field located immediately south of the modified access. There is an existing public footpath (PROW No.20 - Allington) accessed by an existing stile at this field entrance. This should not be interfered with. **The LHA recommends that the applicant / Planning Department liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761**.

Public Footpaths

There are 2 no. existing footpaths which pass through and alongside the proposed development site ie/PROW no. 20 & 22 – Allington. These footpaths should not be interfered with. **The LHA recommends that the applicant / Planning Department liaises with our Public Rights of Way Section to discuss the proposed development and any potential improvements that may be required to these footpaths. Please contact Mr. Sean Hanratty on Tel: 01978 729761**.

Active Travel

Comments from our Active Travel Section as follows:-

"I agree that the data that has been used is erroneous. It would be better to consider a similar academy rather than travel to work data.

There should be good links to the bus as well as active travel. I can't think I have seen any recent traffic data for Chester Road, but in an ideal world I can imagine there would be a controlled crossing to support to the bus stop on the opposite side of Chester Road.

I'd say that this would be a great time to get the walking and cycling link in to the school - please see attached screen grab from Active Travel Network Map. Route Wrex-Ross-SUP010. I can understand that it may only be the southern section within WCBC land that can be taken forward as part of this work, but i think we do need to push for this. The route is a PROW so copying to Sean as well for his opinion.

Associated cycle parking both for the Football Academy and the school would also be good, and could be beneficial for the Scout hut as well. I'm not clear if the school have any cycle parking at present, but even if they do - is it at 10% of the school population and suitable for visitors as well as pupils and staff.

There could also be an opportunity for there to be showers made available to staff for example that could cycle in to work".

Parking & Turning Provision including Traffic Generation

Parking and turning provision at the development site will need to comply with LPGN 16 requirements.

The submitted Transport Note indicates that there are 5 existing car parks referred to as CP 1 – 5 totalling 170 car parking spaces. However, during a recent site visit (30/10/2024) the number of parking spaces observed / laid out at each location was as follows:-

Car Park Ref:	Car Park Capacity (suggested)	Actual Car Park Capacity	Comments
CP1	58	54	
CP2	60	0	This has 10 coach spaces marked out but no car spaces as cars not allowed here during the day.
CP3	18	18	
CP4	9	9	
CP5	25	21	Requires dropped kerb for access
Total	170	102 (during day)	

CP2 is used in the day for coaches only and is marked out with 10 coach spaces but no car parking spaces. Some academy matches will inevitably require parking for coaches visiting the site ie/ potentially 4 no. coaches (if 4 matches being held on weekend for away teams). **The LHA recommend the applicant provides further details on how this car park will be managed / car parking & coach spaces marked out which could optimise its parking capacity for both the school and academy requirements. Any proposed car park space markings would need to maintain access , parking & turning by coaches visiting on the weekend. This detail should be demonstrated with swept path details when both cars and coaches utilise this car park.**

The submitted Transport Note has used 2011 Census data of journey to work modal split to calculate the likely trip rates and parking demand at the site. However, this data surely relates to trips made by adults as opposed to age classes of u9's to u18's. These age groups in respect of this development would be completely different with the majority of trips being made in the car and accompanied by parents who are likely to remain with the children during the training sessions. The use of 20.96% trips being made by Active Travel modes for both staff travel and player travel appears very high and unrealistic. It is assumed that a significant number of children attending the academy will not be local and relatively young and are therefore unlikely to visit the site by sustainable means ie/ cycle, walk bus.

The proposed figure used for those car sharing also appears high at 39.52% for players. This would not appear typical for this kind of facility.

In order to determine a more accurate assessment of parking availability at the site, the applicant would need to consider what the existing parking demand is at the site for the existing uses which appear to include:-

- Existing school (staff, parents, visitors parking)

- Existing sports hall being utilised in the evenings and weekends

- Any School activities requiring parking demand after school closing times that require parking ie/ school football matches, netball, parents evenings etc. cars and coach may still require parking.

- Existing Scout Building (evenings / weekends)

- Any adult night classes at the school

In terms of the proposed development

- Will the floodlit artificial pitch be available to rent to other teams (other than the academy) to teams that may attract a significant number of visitors and increased parking demand. ie/ Concerns have previously been raised at Colliers Park where international / professional teams have used the facility for training and have attracted a significant number of visitors / cars.

- Will the proposed gymnasium be available for any external use by non-academy staff / players that may attract further vehicle movements / parking demand.

In order to accurately assess parking provision at the site, the applicant will need to carry out a parking accumulation survey in the week including evenings and on the weekend to determine the level of spare capacity that is typically available at the site.

Once the above information is determined, the proposed parking demand of the academy facility can then be reviewed against the existing capacity utilising realistic parking demand data from the proposed development.

Many parents bringing their children are likely to stay during the session and not just drop them off. The figures used in the Transport Note refer to 39.52% for drop off of players which appears rather high. In reality parking spaces may well be occupied for the duration of the training session.

It is assumed that no allowance has been made for spectators at weekend matches when assessing parking demand. This would need to be considered.

It is not clear whether all weekend matches are just friendlies or competitive fixtures as competitive fixtures may well attract more interest / spectators. This would need to be confirmed and considered.

It would appear that the likely busiest peak demands in respect of parking provision will be on the weekend when matches are held. It is understood that there will only be 4 matches occurring on any weekend day.

Based on the Sunday fixtures (u9's, u11's, u13's & u15's), the proposed matches could potentially involve the following:-

	HOME teams
-	52 players
	12 coaching staff (plus unknown number of support staff on site)
	4 officials
	Possible supporters other than parents (quantity unknown)

	AWAY teams
-	52 players
	12 coaching staff
-	Possible supporters other than parents (quantity unknown)

Assuming the worst case scenario, the 4 matches may attract a minimum of 132 cars (if coaches are not used for away teams) to the site plus any spectators and support staff if they travel separately.

Active Travel

Limited information has been provided in respect of Active Travel and how the existing site is served by active travel facilities. No details of existing or proposed cycle parking / shelter provision has been provided.

The LHA recommend that the above information is provided. I have requested comments from our Active Travel Section on this application and await feedback.

Parking Management Plan

If the application is supported, the LHA recommend that a suitable condition is imposed requiring the submission of a " Parking Management Plan" to ensure that adequate parking is provided and managed at the site. Such a plan will need to include (but not limited to) the following details:-

- *Statement that there shall be no more than a given number of cars and coaches permitted on site at any one time associated with the facility.*

- *Statement that no vehicles associated with the facility shall park on the adjoining highway.*

Construction Traffic Management Plan (CTMP)

Any proposed development of this nature would normally require the submission of a CTMP as follows:-

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.
This could be included as a planning condition.

I would recommend that the applicant liaises with our Traffic Section (contact Jamie Edge on Tel: 01978 729643) to discuss any required traffic management measures.

It would appear that a significant amount of work on the proposed development has already commenced and it is not clear what work remains to be completed. The LHA request that this information is provided.

Conclusion

In conclusion, the LHA request further details as follows:-

- **Northerly Access**

  A plan indicating te erection of NO Entry signs either side of the school access onto Darland Close

- **Easterly Field Access (Gamford Lane)**

  Existing / proposed daily vehicle movements through this access.

  Purpose of the proposed steel containers

  Intended purpose of stoned track

  Maximum size of vehicle using this access along with swept path details of it entering, turning within the site and exiting (both directions).

  A suitably scaled plan indicating how adequate visibility will be provided from this access in accordance with the above details.

- **A suitably scaled plan indicating the proposed access being surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. Any gates being setback a suitable distance to accommodate the maximum size / length of vehicle likely to visit the site.**

- **Parking & Turning Provision**

  The LHA recommend the applicant provides further details in respect of the existing coach car park (CP2) on how this car park will be managed / car parking & coach spaces marked out which could optimise its parking capacity for both the school and academy requirements. Any proposed car park space markings would need to maintain access, parking & turning by coaches visiting on the weekend. This detail should be demonstrated with swept path details when both cars and coaches utilise this car park.

- **Submission of details of the existing parking demand for the existing uses at the site (school) which should include:-**

  Existing school (staff, parents, visitors parking)

  Existing sports hall being utilised in the evenings and weekends

  Any School activities requiring parking demand after school closing times that require parking ie/ school football matches, netball, parents evenings etc. cars and coach may still require parking.

  Existing Scout Building (evenings / weekends)

  Any adult night classes at the school

  Parking demand during school parents evenings

In terms of the proposed development:-

Will the floodlit artificial pitch be available to rent to other teams (other than the academy) to teams that may attract a significant number of visitors and increased parking demand.
ie/ Concerns have previously been raised at Colliers Park where international / professional teams have used the facility for training and have attracted a significant number of visitors / cars.

Will the proposed gymnasium be available for any external use by non-academy staff / players that may attract further vehicle movements / parking demand.

- **Parking Accumulation Survey**

In order to accurately assess parking provision at the site, the applicant will need to carry out a parking accumulation survey in the week including evenings and on the weekend to determine the level of spare capacity that is typically available at the site.

Once the above information is determined, the proposed parking demand of the academy facility can then be reviewed against the existing capacity utilising realistic parking demand data from the proposed development.

It is assumed that no allowance has been made for spectators at weekend matches when assessing parking demand. This would need to be considered.

It is not clear whether all weekend matches are just friendlies or competitive fixtures as competitive fixtures may well attract more interest / spectators. This will need to be confirmed and considered.

- **Active Travel**

Details of how the points raised (see comments on Active Travel) above will be addressed by the applicant to promote Active Travel to / from the development site.

Scheme Progress

It would appear that a significant amount of work on the proposed development has already commenced and it is not clear what work remains to be completed. The LHA request that this information is provided.

The LHA await the requested information.

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.



On behalf of Chief Officer, Environment & Technical