MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2024/1293 Res(3)	**Your Ref:**	P/2024/1293
Date:	19/12/2024		

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 18/12/2024 including Transport note ref: TN02.Iss2 in respect of the above.

General

The submitted Transport Note indicates that the Academy activities have not yet started with no matches or training taking place (para 1.3.1). However, para 2.1.9. states that "*with the Academy now operating at the site, WAFC have taken over responsibility for the field maintenance with their own directly employed grounds staff now maintaining the pitches".* Para 4.3.6. states that " *Academy parking on the Tuesday to travel away to Lincoln for the FA Youth Cup game…."*. The above would seem to suggest Academy related activities are now occurring at the site.

The LHA request that the applicant clarifies whether the Academy is now operating or not and was it operating during the 7 day parking survey which was understood to be only school related parking activities.

Main Access onto Chester Road

If the application is supported, the Local Highway Authority (LHA) would recommend a condition that requires the main access onto Chester Road 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 Transport Note indicates that the previous field access provided splays of 2.0 x 4.2m to the north and 2.0 x 6.0m to the south and the modified access now provides 2.0 x 5.0m to the north and 2.0 x 10.4m to the south measured to the nearside wheel-track. However, the use of a 2.0m setback is not applicable in this instance for Gamford Lane. Manual for Streets indicates the use of a minimum figure of 2m may be considered in some very lightly-trafficked and slow-speed situations which is not applicable to Gamford Lane. A setback distance of 2.4m would be required.

The Transport Note indicates that the maintenance vehicles likely to access the playing fields will only comprise a small van visiting approximately 3 to 4 times per week equating to a total of 6 to 8 movements (ie/ around 1 movement per day). There is no longer a requirement for a tractor & trailer to enter the site as maintenance equipment is now stored on site so the overall arrangement is considered as betterment when compared with the previous access arrangements. **Whilst the applicant indicates the proposed access arrangements are a betterment over the existing, it is clear that the use of the access will increase as part of the proposals and therefore it is the LHA's view that an improvement to the visibility splays should be required as part of the proposals**. **In addition the LHA would suggest that the applicant lowers a section of the hedgerow to a maximum height of 1m above the adjoining carriageway level to maximize visibility in the north westerly direction.**

If the application is supported, the LHA recommend a condition for the submission of a Car Parking Management Plan (CPMP) which stipulates the maximum size of vehicle permitted to use this access ie/ small van of the size detailed in the transport note along with an ambulance.

The modified access is described in the submitted Transport Note as being for grass cutting and general maintenance, as well as being an option for emergency vehicles to gain direct access onto the playing field. **The LHA recommend a suitable condition is include which restricts the use of this access to the above activities with no access being provided to any academy related coaching staff, parents or other visitors. This shall be included in a CPMP.**

The LHA would recommend that such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

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**.

Public Rights of Way (PROW)

The LHA have advised the WCBC Public Rights of Way Section & Active Travel Section to liaise directly with the Planning case Officer in respect of any required improvements in respect of public footpaths / Active Travel measures.

Parking Provision

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

The previously submitted Transport Note indicated 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)	

The LHA understand that 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). However, the latest Transport Note indicates that only 1 coach space will be required on the weekend as all 4 teams from same club will typically arrive on a single coach.

The LHA previously recommended the applicant provides further details on how this car park will be managed with 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. **The Transport Note indicates that they do not intend the coach car park (CP2) to be formally marked out with car parking spaces but coned out / managed by an on-site steward when required so parking is regulated to maximize capacity. If the application is supported, this shall be stipulated in a Car Parking Management Plan (CPMP).** The submitted layout plans for this car park indicate how 60 no. car parking spaces could be provided in this car park for use in the evenings from 17:00 onwards and 55 no. car parking spaces could be provided in this car park for use on the weekend and still retain a space / access for a single coach. This would equate to a total of 162 parking spaces being available after 17:00 in the evenings (Mon – Fri) and 157 car spaces plus a single coach space on the weekend (Sat & Sun).

Parking Beat Surveys

The applicant has carried out a CCTV parking beat survey of the existing car parks at the school to determine any potential spare capacity at the school to accommodate the additional parking that will be required by the proposed Academy facility.

The survey was carried out over 7 days Mon - Fri 08:30 – 21:00 and Sat & Sun 10:00 – 13:30 which is considered acceptable to cover the times the car parks will be used by the existing school and proposed academy. The survey was carried out from Tuesday 10/12/24 to Monday 16/12/24.

The latest Technical Note indicates the following parking survey data:-

Time	Tues 10/12	Weds 11/12	Thurs 13/12	Fri 13/12	Sat 14/12	Sun 15/12	Mon 16/12
08:00	57	83	65	63	-	-	68
09:00	69	97	74	75	-	-	77
10:00	82	93	76	79	2	17	74
11:00	79	93	73	74	2	14	72
12:00	78	94	74	74	2	9	73
13:00	84	93	71	75	2	15	72
14:00	86	90	83	95	-	-	78
15:00	102	105	97	96	-	-	93
16:00	48	58	81	23	-	-	47
17:00	41	24	81	9	-	-	17
18:00	43	32	75	7	-	-	22
19:00	51	34	18	12	-	-	19
20:00	42	26	21	12	-	-	10
21:00	36	27	20	2	-	-	9

Note: The busiest 15 minute segment has been selected within each hour.

The LHA has put an approximate guide together of a worst case scenario at the site for the parking demand of the academy. This assumes the worst case scenario whereby everybody travels by car and does not car share. The highlighted numbers show where the proposed car parking capacity is exceeded.

	Tues 10/12	Weds 11/12	Thurs 13/12	Fri 13/12	Sat 14/12	Sun 15/12	Mon 16/12
AGE GROUPS							
U9's-u12's 17:30 – 20:30	--	--	--	84			84
U13's-u16's 17:30 – 20:30	108	108	108	--			--
U18's 09:00-16:00	27	--	27	27			27
U9's-u15's 11:00-13:00						165	
U16's & u18's 11:00-13:00					54		
WEEKDAY DAYTIME HOURS							
Car park capacity 08:30-17:00 Weekdays	102	102	102	102			102
Current Use	102	105	97	96	2	17	93
Car park capacity	0	-3	5	6			9
Current plus Academy Daytime	129		124	123			120
Car park capacity	-27		-22	-21			-18

WEEKDAY EVENING HOURS							
Car park capacity 17:00 – 21:00 Evenings	162	162	162	162			162
Current Use	51	34	81	12			22
Spare Capacity	111	128	81	150			140
Current plus Academy Evenings	159	142	189	96			106
Spare Capacity	3	20	-27	66			34
WEEKEND HOURS							
Car park capacity 10:00-13:30 Weekends					157	157	
Current Use					2	17	
Spare Capacity					155	140	
Current plus Academy Weekends					54	182	
Spare Capacity					101	-25	

The LHA appreciates that our approximate calculations are a worst case scenario without any active travel or public transport usage, but it does flag up concerns over the car park capacity on a number of occasions:

- The above estimation (worst case) suggests that there is insufficient parking provision at times during the weekdays (school times) when the u18's propose to train

- The above estimation (worst case) suggests that there is insufficient parking provision at times during the weekdays (evenings). However, the submitted information states that the Thursday evening where the car park capacity was exceeded had a parents evening, it is considered that this is an infrequent occurrence and that the onus should be placed on the school to manage the car park effectively through the application of a Car Parking Management Strategy. They could consider the use of marshalls and double parking for staff at these events to ensure that overflow parking does not result on local residential roads.

- The above estimation (worst case) suggests that there is insufficient parking provision at times during the weekend on a Sunday. However, the submitted Transport Note indicates that a single coach will typically bring 4 teams from the same club. This would therefore result in significantly less parking demand on this day for which there is spare capacity.

Note:

These figures are based on the technical notes detail that each team has 3 staff members and 8 support.

The submitted Technical Note has presented the parking survey data using 4 sensitivity test scenarios ie/ nos. 1 – 4 as follows:-

- Sensitivity No. 1 (25% reduction in other modes of travel ie/ car share , active travel)
- Sensitivity No. 2 (50% reduction in other modes of travel ie/ car share , active travel)
- Sensitivity No. 3 (75% reduction in other modes of travel ie/ car share , active travel)
- Sensitivity No. 4 (100% reduction in other modes of travel ie/ car share , active travel)

The previously 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 could be unrealistic. It is likely that a significant number of children attending the academy will not be local and may be 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.

The 4th sensitivity test scenario tries to demonstrate what the levels of parking demand on the site would be if there was a 100% reduction in modes of travel such as active travel or car sharing, therefore a worst case scenario. The car park peak looks to be at approximately 150 vehicles on a Sunday just prior to 10am and again on a Thursday evening at just after 6pm. Although it was detailed that the Thursday evening during the survey also had a parents evening which is not a regular occurrence.

The LHA have considered the worst case scenario whereby there is no car sharing or use of active travel modes (walking, cycling, bus). It is difficult to anticipate what precise level of additional parking demand will be required for the Academy. Given that academies typically involve a significant number of players from a wide catchment area and not just locally, it is considered likely that the vast majority of players visiting the academy will arrive by car as it would be difficult to reach the academy via bus or walk / cycle. It is accepted that a number of parents may drop off their children and visit other locations whilst they train. However, it is considered likely that those with younger children will stay with their children for the duration of the sessions and remain on site requiring parking. It is also accepted that a limited number of children / players may well car share should they live in close proximity to other players in the academy. In the LHA's experience, the majority of parents are unlikely to car share.

It is noted in the car parking survey that a number of cars are recorded as parking in the coach car park (CP2) during weekday school times. It is the LHA's understanding that this car park is reserved for coach parking only during the day. The LHA request that the applicant confirms this is the case. If it is not the case then it may be possible to accommodate additional cars in this car park during the day to overcome any potential shortfalls in parking provision during the school working day based on the worst case scenario. If this is the case, the LHA request that a layout plan of this car park is provided that can accommodate the additional car parking spaces but still accommodate the required number of bus parking spaces (with turning) in this area.

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.

Conclusion

In conclusion, provided the above highlighted issues can be addressed it may be considered possible to support the proposed development which would need to include the highlighted conditions above including a detailed Car Parking Management Plan which can ensure that the proposed development does not result in any overspill of parking onto the adjoining highway.

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