MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2024/1703 Res(2)	**Your Ref:**	P/2024/1703
Date:	19/06/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU CAE PÊL-DROED SYNTHETIG 3G GYDA FFENSYS A LLIFOLEUADAU / CONSTRUCTION OF 3G SYNTHETIC FOOTBALL PITCH WITH FENCING AND FLOODLIGHTING

LOCATION: BRYN ALYN SCHOOL, CHURCH STREET, GWERSYLLT, WREXHAM, LL11 4HB

I refer to your consultation / email dated 17/06/2025 and information submitted in respect of the parking beat survey carried out at Ysgol Morgan Llwyd, Cefn Rd, Wrexham.

General

The proposed development comprises the construction of a 3G artificial football pitch in lieu of the existing grass pitch to the north of the site. The site is currently served by 3 internal car parks and an area leading up the school access points off Church Street where parents typically drop off / collect their children along with school coaches.

Access

The site is accessed off Church Street which is an unclassified road subject to a 20mph speed limit. Any proposed / existing access would require visibility splays of 2.4 x 25m measured to the nearside edge of the adjoining highway.

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

- Main School Entrance off Church Street (south westerly access) serving 2 car parks accommodating a total of 70 cars.

  This access is 4.6m wide, gated and surfaced with hard bound materials. Visibility from this existing access is adequate.

- Staff Car Park Access (south easterly access) serving a car park accommodating a total of 28 cars.

  This access is 5.2m wide, gated and surfaced with hard bound materials. Visibility from this

existing access is adequate.

- The area fronting the school leading to the main school access is unclassified, adopted highway (subject to a 20mph speed limit) and takes the form of an island type, circulatory arrangement which it is understood is utilised by parents dropping off / collecting their children along with those arriving by coach. The overall area accommodates approximately 40 cars in total.

- Emergency access to south west corner of site.

  This access typically remains locked and would only be used as an emergency access. This could be controlled by condition as part of a car parking management plan (CPMP) to deter cars from cutting through the site.

  This access is 4.5m wide, gated and surfaced with hard bound materials. Visibility from this existing access is adequate.

Public Footpaths

There are 3 no. existing footpaths which pass near to and alongside the proposed development site ie/PROW nos. 11, 12 & 13 – Gwersyllt. 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 impacts on the existing public footpaths. Please contact Mr. Sean Hanratty on Tel: 01978 729761**.

Parking & Turning Provision

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

The submitted layout plan (Drg. No. 015) indicates 3 internal car parks and an existing area used for parking fronting the school

Car Park	Car Park Capacity	Comments
Main School Entrance off Church Street (south westerly access) serving 2 car parks	70	Located within school grounds
Staff Car Park Access (south easterly access)	28	Located within school grounds
Car parking area fronting main school access	40	This area is unclassified, adopted highway.
Total	138	

If the application is supported the LHA recommend the existing available parking spaces are remarked with white lining materials.

Active Travel

Adequate cycle parking / shelters will need to be provided in accordance with LPGN 16 / Active Travel requirements. **The LHA recommend the applicant liaises with our Active Travel Section (contact Gwen Thomas on Tel: 01978 729667) to discuss the adequacy of any existing / proposed provision. This information will need to be detailed on a suitably scaled layout plan. The above information has not been provided.**

Parking Demand

Based on a scenario of up to 3 local youth teams training on the 3g pitch in the evening (potential worse case scenario), it is considered that the existing level of parking provision at the school is likely to be adequate to cater for the proposed development. This is based on all of the existing car parks within the curtilage of the school remaining open during the evening (and weekend if necessary). This arrangement would need to be stipulated in a suitable car parking management plan (CPMP).

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 (after school hours) which may well include:-

- 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, school concerts etc. cars and coach may still require parking.
- Any adult night classes at the school

The LHA previously recommended the applicant addresses the above issues and provides an assessment of what level of parking demand the proposed facility will attract should 3 youth teams train at the same time along with overlap of any subsequent team training and the level of parking demand the above existing activities at the school will attract. Should the estimated parking demand exceed the available parking provision, the LHA recommend that the applicant clarifies how this will be addressed to avoid any parking issues on the adjoining highway.

The applicant has confirmed that:- *they have no intention of hiring out other school facilities out of hours and neither do the school currently or have any intention of delivering adult evening classes. School parents evenings are staggered across multiple nights so do not tend to cause any car parking concerns.*

The LHA also previously recommended that the applicant carried out a parking beat survey at a similar school which already has a 3G pitch to compare the demand for on-site parking when 3 youth teams (worse case) train on the pitch at the same time.

The applicant has submitted details of a parking beat survey carried out on Tuesday 20th May 2025 & Thursday 22nd May 2025 at Ysgol Morgan Llwyd on Cefn Rd , Wrexham. The LHA requested that a survey was carried out just before the school finishes up until closure of the 3G pitch to assess parking demand at the site with particular focus on parking for the 3G pitch usage. However, the submitted information indicates the following statement :- *Although Google said that the leisure centre part was open, we are not sure whether it was.*

There was activity going on the Pitches on the east side of Cefn Road (which is part of the overall site) until about 7.30 pm meaning there was off street associated parking including on the grass roundabout area and roadside on Sutton Drive.
The Hardcourt Parking area was locked and there didn't seem to be any leisure related activity on the West Side of Cefn Road after the last of the School children left at about 6pm.

It would appear that the survey was not carried out over 2 days when the 3G pitch was in use and the car park that typically serves those visiting this facility (3G pitch) was closed / locked. **The survey therefore does not demonstrate the required / requested information.**

Having reconsidered the application and lack of information, it is considered from past experience that the 3G pitch at Ysgol Morgan Llwyd (when 3 youth teams trained at the same time) typically attracted around 60 players (20 per team) and typically 2 football coaches per team. Assuming the worse case scenario, this could potentially attract 60 cars (if all parents brought their children by car) and around 6 cars for football coaches. This would attract around 66 cars in total. In reality, some attendees could car share or travel by more sustainable modes.

On this basis, assuming a similar parking demand at Ysgol Bryn Alyn, the existing school car park (internal) would appear capable of accommodating this level of parking. **The LHA recommend that any planning permission includes a condition for a Car Parking Management Plan (CPMP) detailing how parking will be managed at the site.**

Car Parking Management Plan

If the application is supported, the LHA recommend that a suitable condition is imposed requiring the submission of a " Car 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 all existing internal parking areas within the curtilage of the school will be made available for users of the 3G pitch.

- Statement that the access at the south western corner of the site onto Bryn Glas / Heol yr Eglwys shall only be used as an emergency access.

- Measures to avoid any excessive parking demand at the site when after school activities occur at the site eg/ parents evening – may require reduced bookings of 3 G pitch when the activities coincide.

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.

Conclusion

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

- **Active Travel**

  Adequate cycle parking / shelters will need to be provided in accordance with LPGN 16 / Active Travel requirements. The LHA recommend the applicant liaises with our Active Travel Section (contact Gwen Thomas on Tel: 01978 729667) to discuss the adequacy of any existing / proposed provision. This information will need to be detailed on a suitably scaled layout plan.

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical

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.