

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0660 **Your Ref:** LP/P/2022/0660
Date: 2nd August 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 343 540 Colliers Park, Chester Road, Gresford, Wrexham.

Development: Removal of Condition 5 of Planning Permission P/2018/0194.

I refer to your consultation / email dated 29/07/2022 in respect of the above.

Existing Access

The proposed development site is located on the B5445 Chester Road which is a classified road subject to a 40mph speed limit.

The current access serving the development site is approximately 8.8m wide. The access is gated 6.3m behind the adjoining carriageway. The access is paved with hard bound materials but has no Aco drain or similar to prevent private surface water flowing onto the adjoining highway.

Based on speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing access is adequate in the south westerly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway.

However, visibility in the north easterly direction is inadequate providing a splay of approximately 2.4 x 28m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow / trees. Visibility measured to the centreline of the road is approximately 2.4 x 75m. Visibility is once again impeded by the existing hedgerow. Visibility would not normally be permitted to the centreline of the adjoining highway unless there was a physical feature or traffic regulation order (double white lines) preventing overtaking along this section.

Forward visibility approaching the site from Gresford appears adequate.

I would not normally wish to support any proposed development that is likely to result in any significant increase in vehicle movements at the development site given the sub-standard visibility. However, the previous planning consent (ref: P/2018/0194) for the current National Football Development Centre and Educational Facility for Glyndwr University was granted stipulating splays of 2.4 x 120m in the southerly direction measured to the nearside edge and 2.4 x 75m to the north measured to the centerline of the adjoining highway. Although I would normally request mitigation measures to overcome this shortfall in visibility (ie/ removal / cutting back of hedgerow), it may be viewed that the proposed removal of condition 5 will not result in any significant increase in vehicle movements at the site as I understand that there are currently no restrictions on the frequency of use of the facility.

Given the restricted visibility in the northerly direction, it may be considered beneficial to restrict overtaking for traffic heading south bound. However, this would require a modification to the existing road markings ie/ central hatching to have solid white line both sides to prevent overtaking along this section of Chester Road. If such measures were supported, the applicant would need to fund a Traffic Regulation order (TRO) to implement this modification. I would recommend that the applicant liaises with our Traffic Section (contact Jamie Edge on Tel: 01978 729643) to discuss / arrange any required TRO.

Traffic Generation

If it is viewed that the relaxation of condition 5 will result in the proposed use of the site being more intensive throughout the day than the current usage of the site, it will still need to comply with Condition 4 of the previous permission which restricts it to no more than 200 people on site at any one time.

Parking & Turning Provision

There would appear to be provision for approximately 84 car spaces plus 2 coach spaces which is considered adequate.

Car Parking Management Plan

Providing the Planning Authority consider such a condition to be enforceable, I would 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. I would recommend that such a plan includes the following details:-

- The provision of 84 parking spaces and 2 coach spaces.
- Statement that there shall be no more than 84 cars and 2 coaches permitted on site at any one time.
- Statement that no vehicles associated with the facility shall park on the adjoining highway.

This condition did not appear to be included in the previous planning consent.

I therefore advise you that I have no objections to the proposed development and recommend any permission includes the following condition:-

CONDITION

NONSTD CAR PARKING MANAGEMENT PLAN

026R No part of the development shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in dark ink, appearing to be 'R. Owen' or similar, written in a cursive style.

Chief Officer, Environment & Technical