

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/P/2018/0194	Your Ref:	PF/P/2018/0194
Date:	3 rd April 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

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

Development: Alterations and extension to existing facility to create National Football Development Centre and Educational Facility for Glyndwr University including replacement pitches and floodlighting and associated external works, external store and containers and access arrangements.

I refer to your consultation dated 19/03/2018 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 existing access serving the development site is approximately 17m wide reducing to 7.4m at 6.3m behind the adjoining carriageway. 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 inadequate in both directions. Visibility in the south westerly direction is approximately 2.4 x 70m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow. Visibility in the north easterly direction is approximately 2.4 x 25m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow / trees and private sign.

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, there would appear to be scope to provide the required splays subject to modifications to the existing hedgerow and removal of the private sign.

The submitted layout (Drg. No. CPW-LAW-X-X-DSP-AR-910101 Rev T2) indicates the provision of the following splays from the existing / proposed access:-

2.4 x 120m in the south westerly direction and 2.4 x 75m in the north easterly direction measured to the nearside edge of the adjoining highway.

The proposed visibility splay in the south westerly direction is considered adequate and is reliant on the regular maintenance of the existing hedgerow. However, the proposed visibility splay in the north easterly direction is considered inadequate. It would appear possible to provide a splay of 2.4 x 120m measured to the centerline of the adjoining highway. 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. I would recommend that the applicant funds a Traffic Regulation order (TRO) to implement this modification. I would recommend that the applicant liaises with our Traffic Section (contact Darren Green on Tel: 01978 729643) to discuss / arrange any required TRO.

In terms of any gates across the access, I would recommend a suitable condition is included requiring any gates to be kept permanently open during operating hours to avoid any backing up of vehicles onto the adjoining highway.

Although the proposed use of the site will be more intensive throughout the day than the current usage of the site, it will still comply with Condition 4 of the previous permission which restricts it to no more than 200 people on site at any one time. However given that there will be an overall increase in vehicle movements as a result of the proposals it is considered that improvements should be undertaken to the existing access in the interests of highway safety.

I would therefore recommend that the applicant submits a suitably scaled layout plan indicating how the required visibility splays will be provided from the proposed / existing access as detailed above.

Traffic Generation

Although the proposed use of the site will be more intensive throughout the day than the current usage of the site, it will still comply with Condition 4 of the previous permission states that no more than 200 people are permitted on site at any one time. If planning permission is granted then a similar condition limiting the number of people at any one time to 200 should be attached.

Parking & Turning Provision

The submitted layout plan (Drg. No. CPW-LAW-X-X-DSP-AR-910101 Rev T2) appears to indicate the provision of 55 no. spaces plus 2 coach spaces. However the layout plan (Drg. No. SK01) indicates the provision of 84 parking spaces. I would recommend that the 84 parking spaces indicated on the submitted layout plan (Drg. No. SK01) are provided before first use of the development site.

Coaches

To improve access for the any coaches / buses entering the site it is considered that the existing access should be widened by approximately 1.2m back in a south westerly direction.

Car Parking Management Plan

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.

Pedestrian Access

There is no footway provision along the frontage of the development site. However, there is a footway along the opposite side of Chester Road which provides safe access to the development site.

There is an existing bus stop at the south westerly end of the site frontage along Chester Road. I would recommend that the applicant provides a gated pedestrian access into the site in close proximity to the bus stop. Such an access has been indicated in the Design & Access Statement.

It is considered unlikely that there will be significant numbers of pedestrians approaching the site from Gresford; any that do so, can utilise the footway on the opposite side of Chester Road and cross safely in to the site at the existing access.

Car Park Lighting / Floodlighting

I assume that the proposed car park and re-positioned pitches will have an upgraded scheme of lighting. It is important that no lighting spillage occurs onto the adjoining highway and appropriate measures are taken to prevent any spillage from occurring.

Any permission should include a condition requiring a scheme of lighting which ensures that there will be no light spillage affecting the adjoining highway for further approval by the planning authority.

I would recommend that the applicant liaises with our Street Lighting Section on this matter. Please contact Paul Rogers on Tel: 01978 729673.

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 Darren Green on Tel: 01978 729643) to discuss any required traffic management measures.

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

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No.**SK01**.

ZJ19A VISIBILITY SPLAYS (NEAR SIDE AND CENTRELINE)

038R EMPTY SPLAY

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 metres to the south west measured to the near side edge of the adjoining highway, and 2.4 metres x 120 metres to the north east measured to the centreline of the adjoining highway. Within these splays there shall be

no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ08 ACCESS SURFACE (10 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

NONSTD GATES TO REMAIN OPEN

033R Any proposed gates across the main access shall remain permanently open during operating hours.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new access.*
- 2) *Detailed layout, design, drainage and construction of the proposed new footway link into the site at the existing bus stop.*
- 3) *A scheme of lighting / floodlighting.*

The scheme as is approved shall be fully implemented prior to first use of the development.

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.

ZJ45
026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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.

NONSTD
026R

MAXIMUM NUMBER OF PEOPLE ON SITE

At no time shall there be more than 200 people on the site including players, coaches, other club officials or employees, spectators or other visitors.

NONSTD
026R

TRAFFIC REGULATION ORDER

The applicant shall fund a Traffic Regulation Order to amend the road markings north of the existing access along Chester Road to restrict overtaking.

Note to Applicant

- s.184 Consent

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerbline and cross the verge at any modified access position and to construct the new footway link at the existing bus stop. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

Supplementary Notes

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

peter doothwaite

PD Planning Control Manager