MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/AO/P/2025/0767	**Your Ref:**	P/2025/0767
Date:	11/11/2025		

TOWN AND COUNTRY PLANNING ACT, 1990

PROPOSAL: RHYDDHAU AMOD 8 (CYNLLUN RHEOLI TRAFFIG A MYNEDIAD), 9 (CYNLLUN TEITHIO) A 10 (CYNLLUN RHEOLI PARCIO CEIR) CANIATÂD CYNLLUNIO P/2024/1293 / DISCHARGE OF CONDITIONS 8 (TRAFFIC AND ACCESS MANAGEMENT PLAN), 9 (TRAVEL PLAN) AND 10 (CAR PARKING MANAGEMENT PLAN) OF PLANNING PERMISSION P/2024/1293

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

Following the award of planning permission P/2024/1293 conditions were set to manage the traffic impact of the scheme proposals.

This application seeks to discharge Conditions 8 (Traffic Management Plan), 9 (Full Travel Plan) and 10 (Car Park Management Plan).

This application includes a covering letter that sets out the detail relating to each of these conditions as specified in the decision notice for P/2024/1293.

Taking each of these in turn:

Condition 8 requires the submission of a Traffic and Access Management Plan (TAMP). The (Revised) Decision Notice requires the TAMP to provide details of how the Chester Road access will be the *only* access. A document has been submitted which makes reference to the TAMP. This does state that all users of the academy will use the main Chester Road access only. However, other than reference to website based guidance, no detail is provided to indicate how this will be communicated or signed to ensure this is complied with. Further detail is therefore required in this regard to emphasize this.

Condition 8 also required the TAMP to set out details of how the rear access onto Darland Close (northerly access) is to be managed to restrict use by academy operations. The TAMP does not make reference to this. As required by the decision notice condition wording, this TAMP will require to be updated to reflect this and identify timing of gate

opening and closing as well as timescales for the implementation of agreed measures. Amy revision must also address:

- Details of the maximum size of vehicle permitted to use this access
- Frequency of use of the access
- Restriction on general parking / use of this access
- Access to be surfaced with hard bound materials for a minimum distance of 5m behind adjoining highway
- Management plan to include details of how visitors associated with the facility will be discouraged from parking on the public highway

Condition 9 requires the submission of a Full Travel Plan. The submitted document makes brief reference to sustainable transport aspirations, but this does not constitute a Travel Plan.

A Travel Plan is a strategy aimed at encouraging car-trips to be made by more sustainable means and sets out an action plan of how this will be done, together with specific targets. The Travel Plan will need to be based on a baseline of travel behavior, which is then monitored and reported on over a period of five years. The Travel Plan will also need to have a named Travel Plan Coordinator (TPC) who will oversee and manage the Travel Plan. The applicant's transport consultants should be able to advise on this.

A Full Travel Plan is therefore still required

Condition 10 requires the submission of a Car Park Management Plan (CPMP). The submitted document makes reference to expected parking demand but it does not address the specific points set out in the wording of Condition 10, these being:

- How the car parking / coach areas are to be managed / laid out for users of the approved development / school and sports club
- Include details of how visitors associated with the facility will be discouraged from parking on the public highway

Summary

At this time, based on the information provided, the Local Highway Authority cannot support the Discharge of any of Condition 8, 9 or 10.

KWEdwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical