MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/AO/P/2025/0767	**Your Ref:**	P/2025/0767
Date:	16/04/26		

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 potential 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) all required to be discharged before first beneficial use.

Following initial comments by the Local Highway Authority (LHA) in November 2025, further information has been provided in relation to the three conditions referenced above.

Condition 8 Traffic and Access Management Plan (TAMP).
The (Revised) Decision Notice required the TAMP to provide details of how the Chester Road access will be the *only* access. The initial LHA consultation response identified that further details were required. The latest information appears to present the same information as initially presented, but in a different format. No additional or new information has been provided in this regard

Reference is made again in the latest information to both the School and the Football Club's websites being the primary advice on the use of the main school entrance (not Darland Close),with both websites stated as displaying this information. Having reviewed both websites there was no obvious guidance visible. **If this information is available specific links should be provided to the web-page where this is displayed.**

The latest information makes reference to relevant on-site signage delineating areas described. It may be helpful for the applicant to include images of this signage and this will help the LHA understand the management proposals and help supplement the information provided.

The information states that Academy activity will be “predominantly” outside school hours and then refers to a Section 5 of the document. No Section 5 appears to be contained within the information. The initial application documents refer to “peak activity” of the Academy occurring “primarily” outside school hours. **Further details will be required to help the LHA understand what potential there is for School and Academy activity to overlap.**

The TAMP is required to provide reassurance to the LHA that there is a plan in place to manage demand to access / egress the site. This does not need to be a comprehensive plan, but it does need to identify how access will be managed and how any overlap between School and Academy will be managed.

Darland Close:
It is stated that the Chester Road access will be the primary access point. For Darland Close the information states control of this access point will be managed by the school in line with their operational requirements. Details are needed of how this will be managed – does this mean the access will be closed and if so how?

Gamford Lane:
Reference is made to a drawing that shows a revised Gamford Lane access point. If this is relevant to this application, this should be provided for review.

The text here states that information regarding parking *will* be clearly signposted on the relevant websites. Earlier in the text it is suggested this information is already available. **Please could this be confirmed.**

Based on the information provided this condition cannot be recommended for discharge.

Condition 9 requires the submission of a Full Travel Plan.
As noted in the previous LHA consultation response, a Travel Plan is a strategy aimed at encouraging car-trips by staff, visitors and players, to be made by more sustainable means and sets out an action plan of how this will be done, together with specific targets. Travel Plans follow a prescribed structure, using a well-defined process. The information supplied does not constitute a Travel Plan or indeed a Full Travel Plan.

Numerous guides are available setting out what a Travel Plan (TP) is, what it should address and what it should contain. However, for the avoidance of doubt the following key themes will be required to be addressed / included:

- A summary of the baseline conditions of the site, including a review of the accessibility of the site by non-car modes and travel surveys for baseline use (against which future targets can be set)
- A summary of the development proposals at the site
- Narrative on the aims, objectives and draft targets of the TP
- Details of the proposed measures
- Details of the named Travel Plan Coordinator (TPC) – the person who will oversee and manage the Travel Plan
- SMART Targets and an Action Plan setting out when these targets are to be achieved
- Details of the Monitoring Strategy for the TP (including future travel surveys to inform monitoring)

Adoption of a suitable Travel Plan is important, as the trip generation presented in the original application makes optimistic assumptions about non-car trip making. Without a Travel Plan to help promote sustainable travel options, the level of vehicle demand may be higher than identified.

The information submitted does not provide the necessary detail (as set out above) and this condition cannot be recommended for discharge at the current time by the LHA. **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

The latest information appears to present largely the same information as initially submitted, but in a different format. Limited additional or new information has been provided in this regard

The reason the CPMP was required was to address concerns over demand for parking against the capacity identified in the original Transport Note (and furthermore in the additional information). This identifies that a potential of 103-spaces 'could' be required against an identified maximum capacity of 102. This is one of the reasons why the Travel Plan is so important, as the trip generation presented in the original application makes optimistic assumptions about non-car trip making. Without a Travel Plan to help promote sustainable travel options, the identified level of demand may be higher – also demonstrating why the TAMP and CPMP are necessary.

The Transport Note in the original application, identified that some Academy staff would arrive at 08:00. Therefore the CPMP needs to address how this parking demand will be managed at a time when the school will be generating parking demand also.

The CPMP is required to provide reassurance to the LHA that there is a plan in place to manage demand for parking. This does not need to be overly complicated plan, but it does need to identify how parking will be managed and how any overlap between School and Academy will be managed.

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