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MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/AC/ P/2025/0453	**Your Ref:**	P/2025/0453
Date:	27/11/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: FORMATION OF VEHICULAR ACCESS / FFURFIO MYNEDIAD I GERBYDAU

LOCATION: THE RACECOURSE, MOLD ROAD, WREXHAM, LL11 2AH

With reference to the above application, the Local Highways Authority (LHA) has reviewed the proposal for a dropped kerb at Wrexham AFC Ltd, Mold Road, Wrexham. Following careful consideration, the LHA has identified several concerns, outlined below:

Insufficient Information on Usage of Proposed Spaces
The applicant does not provide adequate detail on:

- When the spaces will be used (e.g., match days, daily operations, or occasional events).
- Why these spaces are required given existing parking provisions in the vicinity of the site.

Vehicle Reversing Movements onto Mold Road
The proposed arrangement appears to facilitate vehicles reversing onto or off Mold Road, a busy classified road. Such manoeuvres present a significant safety risk to both motorists and pedestrians, particularly during peak traffic periods and event days. Mold Road is a primary route into Wrexham with high traffic volumes, and reversing movements would disrupt traffic flow and increase collision risk.

Increase in Pedestrian Conflict Risk
The site is adjacent to areas with high pedestrian activity, including match-day footfall and general public use. Introducing vehicular access across a pedestrian zone creates potential conflict points, compromising pedestrian safety and accessibility.

Conflict with Active Travel Improvement
Mold Road is designated as a key corridor for Active Travel improvements under the Mold Road Active Travel Enhancements scheme. The section outside the stadium forms part of Phase 3, which is expected to deliver significant infrastructure upgrades, including one-way or two-way segregated cycle tracks along the northern side of Mold Road. Introducing an additional vehicle access point that requires vehicles to reverse across a proposed cycle facility would directly conflict with these improvements. Such an arrangement would create new collision risk zones for cyclists and pedestrians, compromise safety, and undermine the objectives of the Active Travel (Wales) Act 2013 by discouraging sustainable travel modes.

Summary
The proposals raises significant safety and policy compliance issues. Key concerns include:

- Lack of information on when and why the spaces will be used.
- Increased risk from reversing manoeuvres onto a busy classified road.
- Potential conflict with high pedestrian activity zones.
- Direct inconsistency with planned Active Travel improvements under the Mold Road Active Travel Enhancements scheme and the Active Travel (Wales) Act 2013.

Based on the above, the LHA cannot support the application and would recommend refusal.

KWEdwards
Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical

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.