30 March 2026

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Dear Sarah,

P/2025/0767 - APPLICATION TO DISCHARGE CONDITIONS 8 (TRAFFIC AND ACCESS MANAGEMENT PLA 9 (TRAVEL PLAN) AND 10 (CAR PARKING MANAGEMENT PLAN) RELATING TO PLANNING PERMISSION REF. P/2024/1293

WREXHAM ASSOCIATION FOOTBALL CLUB - ACADEMY

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

On behalf of Wrexham Association Football Club Limited ("Wrexham AFC"), Savills submitted an application seeking to discharge Conditions 8 (Traffic and Access Management Plan), 9 (Travel Plan) and 10 (Car Parking Management Plan) of Planning Permission ref. P/2024/1293, for the development of a new Training Facility at Darland School and Sports Centre. The discharge of condition application was validated on 03rd October 2025 and underwent subsequent consultation with the Local Highway Authority ('LHA').

The application was supported by a Traffic and Access Management Plan, Car Park Management & Travel Plan (August 2025) to satisfy the requirements of the Conditions 8 (TAMP), 9 (Travel Plan), and 10 (CPMP).

The LHA provided comments on the submitted document. This letter seeks to provide clarification on the proposal and address the matters raised by the LHA within the context of the current situation following further dialogue with Wrexham AFC's operational team at the Academy as well as dialogue by the project managers with the School.

This letter seeks to update and capture all the information required to satisfy each of the conditions and is set out under the relevant subheadings.

Background

A planning application was submitted in August 2024 for the development of a new training facility (an Academy) comprising of 2 new buildings and 2 container buildings which was accompanied by a Transport Note ('TN') prepared by Apex Transport Planning. The TN assessed the existing highway and access conditions, development proposals and provided details of the proposed Academy operations, alongside trip generation and parking demand.

Within the intervening period, Wrexham AFC ("the Club"), has begun utilising the new pitches as the Academy gets brought into use. During this time, the School has provided feedback on its own transport operations, reflecting the need for both organisations to cooperate effectively regarding shared use of the Site.

In addressing the comments received by the LHA on the submitted details, it is necessary to recognise the specific circumstances of the location and the nature of Academy activities:

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- Public transport accessibility is limited, which the LHA recognise.
- Academy training sessions typically take place late afternoon / early evening.

The age level of Academy players and their additional requirements to be accompanied by parents or guardians, mean that reliance on public transport is not a practical option for the Academy cohort.

We also understand from recent discussions that the School has revised its travel patterns and behaviours. As a result, additional parking and circulation space within the School area is now available for use by the Academy, particularly as the Academy's operational times differ from normal School hours and therefore do not conflict with School activity. The School and Club liaise regularly. The LHA will be aware there has not been any access difficulties since the Academy commenced.

In terms of Academy operations then typically a visiting team arrive via a mini-bus (or two) though there is space for a full-size coach. Further operational information has also been provided by the Club which explains the maximum size of vehicle and anticipated frequency.

Condition 8 (Traffic and Access Management Plan)

"Prior to the first beneficial use of the development, a Traffic and Access Management Plan (TAMP) shall be submitted to and approved in writing by the local planning department. The TAMP shall include:
- Details of how the access onto Chester Road will be the only access (in/out) serving the proposed development after school closing times in the week and all weekend.
- Details of how the rear access onto Darland Close (northerly access) shall be managed to restrict use by academy operations, including timing of gate opening and closing. Details to include timescales for the implementation of agreed measures.
- Gamford Lane access
- *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*

All access vehicular access to the development shall thereafter be accordance with the approved Traffic and Access Management Plan"

The following details are provided to satisfy the condition:

Condition 8 (Traffic and Access Management Plan) Requirements	WAFC Academy Details
Details of how the access onto Chester Road will be the only access (in/out) serving the proposed development after school closing times in the week and all weekend.	To confirm it has been agreed by the Club and School that <u>all</u> users of the Academy facilities will access the Academy off the B5445 Chester Road (main school entrance) <u>only</u>. This entrance is shows a point 'A' on Figures 1,2 and 3 appended to this letter. The primary advice to all Academy users about the sole use of the main school entrance, and further information about the travel options (along with relevant plans and details) are displayed on both the Wrexham AFC and Darland High School websites, where there is additional emphasis on providing information about and encouraging sustainable

	modes of transport. (www.wrexhamafc.co.uk & https://darland.wrexham.sch.uk) There is relevant on-site signage (both signs and road markings) delineating areas described above and shown on Figure 1 and additional Figures appended. School Campus signage and other relevant matters are also subject to review and periodic upgrade via the regular School Transport Risk Assessment Review by Wrexham Council ("School Transport Risk Assessment Review Report: Darland High School, Chester Road, Rossett, Wrexham, LL12 ODL". Date of Traffic Assessment Visit: 4th September 2017. Date of Report: 13th August 2018). There is regular dialogue between Wrexham AFC and Darland High School on usage by the club (which is predominantly outside of the core school hours of 8.45am and 3.00pm) especially in terms of event and logistics planning (see also Section 5).
Details of how the rear access onto Darland Close (northerly access) shall be managed to restrict use by academy operations, including timing of gate opening and closing. Details to include timescales for the implementation of agreed measures.	As detailed above, access to the Site for Academy users will be via the B5445 Chester Road (main school entrance) only and will avoid Darland Close. The control of this access point will be managed by the School in line with their operational requirements. There is no change anticipated to the timing of gate opening and closing to facilitate access to the Academy. These measures will be implemented immediately.
Gamford Lane access • 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	The use of the Gamford Lane access point will be restricted to pitch maintenance works and emergency access only. This access point is already in use by the school-appointed ground maintenance contractor for the School's playing fields and hedgerow. The frequency of use of this access point is not envisaged to change from the existing situation. The number of grounds staff will be limited to 2-3 persons, however their movements will vary due to the seasonal nature of maintenance works required which will determine the type of vehicles used. The maximum size of vehicle utilising the access point will be a pick-up truck. As detailed in the approved landscaping details (Application ref. P/2025/0505), the Gamford Lane access point will benefit from a new asphalt entrance

	surface. Please refer to drawing no. WRX-MLD-XX-XX-DR-L-1103 P02. Visitor access will not be permitted to the Academy facilities via Gamford Lane, unless in an emergency. As stated above, information regarding parking will be clearly signposted on the School Site and available on the relevant websites.

Please confirm that the above information allows Condition 8 to be discharged.

Condition 9 (Travel Plan)

"Prior to the first beneficial use of the development hereby permitted, a Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include measures to encourage occupiers of the development to walk, cycle and to use local facilities and public transport. The Travel Plan shall be implemented as approved."

The following details include the relevant measures implemented by the Club to encourage users of the Academy to walk, cycle and use local facilities and public transport to access the Site. As noted above, it is necessary to recognise the specific circumstances of the location and the nature of Academy activities:

- Public transport accessibility is limited, which the LHA recognise.
- Academy training sessions typically take place late afternoon / early evening.

Additionally, the Travel Plan measures recognises the age level of Academy players and their additional requirements to be accompanied by parents or guardians, mean that reliance on public transport is not a practical option for the academy cohort. Users are expected to arrive at the site by the following modes of transport:

Condition 9: Travel Plan Measures	
Walking Strategy	Users are expected to travel on foot to the site via existing public footpaths, primarily from public transport on Chester Road and via vehicle drop-off points on Chester Road. Where appropriate visitors will make use of existing Safe Routes to School guidance which identifies key pathways. Signage will be provided on-site to clearly direct users to the Academy to ensure safe pedestrian access, utilising the existing well-lit footpaths within the School site.
Cycling	Where available the existing cycle parking at the School will be utilised by visitors to the Academy (as shown in Figures 4 and 5 and Point B on Figure 1)
Local Facilities and Public Transport	Access to the Site can be gained via the Route 1 Arriva Bus Service (Wrexham to Chester) along Chester Road (Darland Lane or St Peter's School stops) (see timetables in Appendix A).
Car Sharing	Car sharing and similar strategies will be encouraged to all users, utilising existing strategies in place from Wrexham AFC 1st Team Players when travelling to their training facilities. Details promoting car sharing will be circulated with the relevant Academy player's parents and guardians.

	Academy visitors will utilise the existing main School car park and when necessary the overflow car park. (Points C & D on Figure 1)
Coach and Minibus	Academy visitors accessing the Site via coach and mini bus will utilise the existing coach parking and turning areas available on Site. Visiting teams will typically arrive via a mini-bus (two at maximum) which can easily be accommodated within the existing coach parking. (Point E on Figure 1). Recent discussions with the School have also confirmed additional parking and circulation space within the School area is now available for use by the Academy.

Please confirm that the above information allows Condition 9 to be discharged.

Condition 10 (Car Parking Management Plan)

"Prior to the first beneficial use of the development hereby approved, a Car Parking Management Plan/ Statement shall be submitted to, and approved in writing by the Local Planning Authority. The approved plan/ statement shall provide:

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

The Car Parking Management Plan shall be implemented as approved."

<table>
<tr><th colspan="2">Condition 10: Car Parking Management Plan</th></tr>
<tr><td>Car Park and Coach Park Management</td><td>The existing car and coach parks will be utilised by Academy users, as agreed with the School. The use of these areas will fall outside of the operational hours of the School and therefore avoid any potential conflict of users on Site.

The existing capacity of the car and coach parks are comprised of the following areas and considered to be suitable for the Academy's requirements:

<table>
<tr><th>Area</th><th>Status</th><th>No. of Spaces</th></tr>
<tr><td>C</td><td>Marked out car park</td><td>72</td></tr>
<tr><td>D</td><td>Marked out car park</td><td>9</td></tr>
<tr><td>E</td><td>Coach park</td><td>10</td></tr>
</table>

In the event that the existing car and coach parks are at capacity, additional overflow parking is available on Site to accommodate 21 vehicles. This provides a maximum provision of 102 spaces on Site.

The Academy will require only one coach at any one time. Therefore, if necessary, the additional coach parking spaces could be utilised for overflow parking. Analysis provided by Apex indicated that up to 60 additional car parking spaces could be provided within this area, which is reduced to 55 spaces if a coach is present.

The combines parking capacity available on Site is therefore well above the envisaged usage peaks associated with the Academy operations. Evidence provided with the planning application confirmed even at a worst-case scenario, the parking capacity would still not be exceeded.</td></tr>
</table>

	The day-to-day management of the car and coach parking will be undertaken jointly by the School and Club, utilising their existing strong relationship to liaise on parking arrangements and address any issues that may arise. The Club will ensure a co-ordinated approach is taken through strategic planning and event management to ensure operational calendars of both the School and Club align to avoid conflict. This in turn will ensure the effective use of the available car and coach parking. Should any issues arise, the designated contacts for the Club and School are provided to ensure they are appropriately managed: The Travel and Access and Parking Management for Wrexham AFC is: • Gemma Jones: gemma.jones@wrexhamafc.co.uk; 07415 967454 The Travel and Access and Parking Management contact for Darland High School is: • Sarah Hudson: Sarah.Hudson@darlandschool.org.uk; 01244 573080 The above Car Parking Management Plan will be the subject of ongoing review by both parties and adapted as needed.
Visitor Parking Management	As noted above there is sufficient capacity on Site to accommodate visitor parking. The management of this will be communicated to future visitors via the Academy ahead of their scheduled visit. Furthermore sufficient signage and road markings will be provided on Site to direct visitors to the relevant parking areas to encourage the use of the available facilities on Site – avoiding parking on the public highway.

Please confirm that the above information allows Condition 10 to be discharged.

Conclusion

This letter provides the proportionate level of information required to address Conditions 8 (TAMP), 9 (Travel Plan), and 10 (CPMP), reflecting both the scale of the development and the operational needs of the WAFC Academy. As time has passed since the original planning permission was granted, a clearer understanding of the Academy's and School's operational requirements has emerged. This includes new opportunities for the Academy to utilise additional parking areas within the wider School site. When considered alongside the differing operating schedules of the two uses, it is evident that the potential for overlap is very limited.

Given this, we would welcome the opportunity to meet with the Local Highway Authority to agree a pragmatic and proportionate way forward that reflects the operational realities and the specific context of the site.

Yours sincerely

Savills.

Chris Potts

Director – Planning Sport & Major Leisure

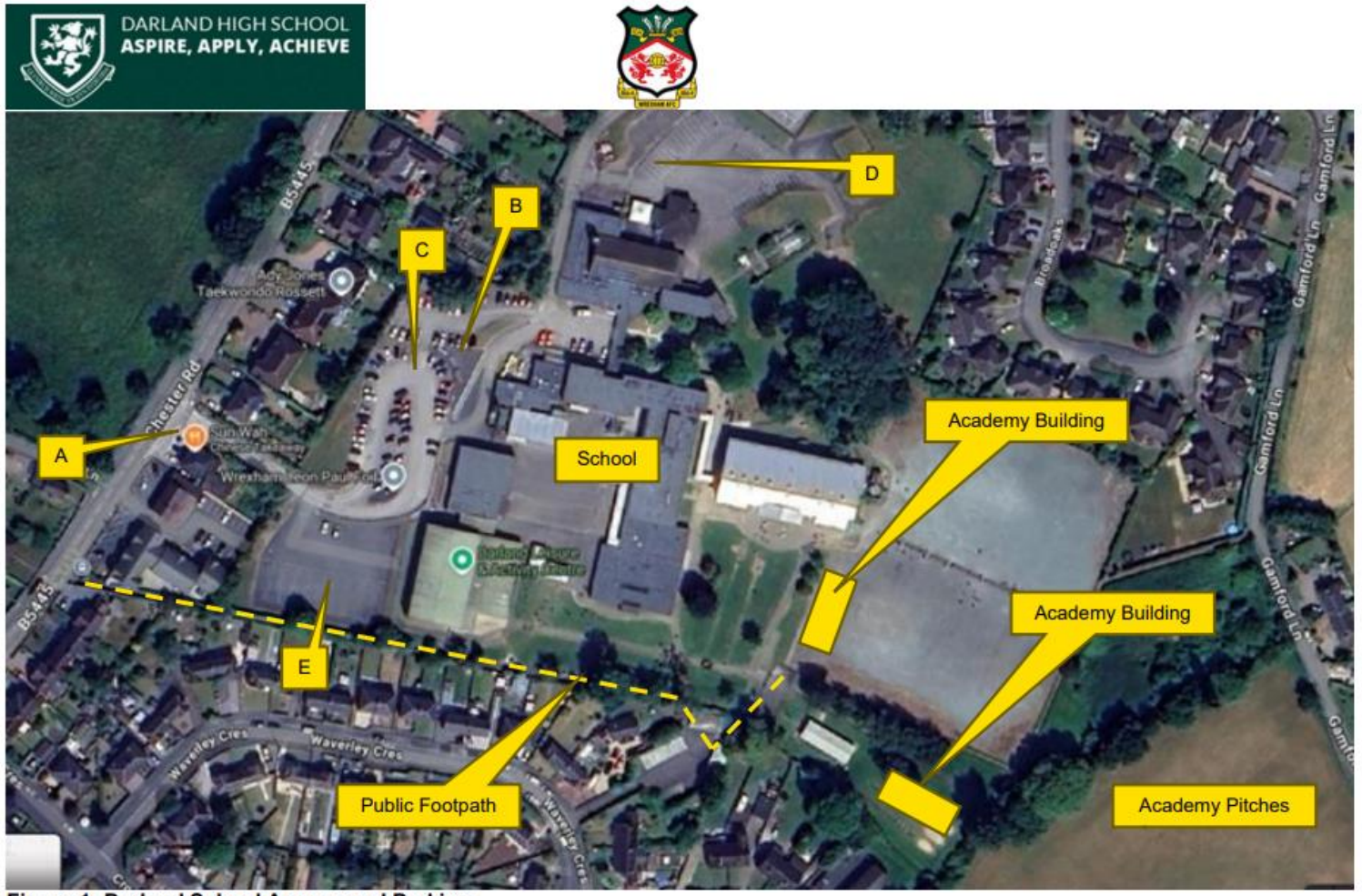


Figure 1: Darland School Access and Parking

DARLAND HIGH SCHOOL
ASPIRE, APPLY, ACHIEVE



Figure 2: Chester Road from School Entrance Looking North and Looking South



Figure 3: Main School Entrance (Point A on Figure 1)



Figure 4: On campus access to bicycle sheds (area B on Figure 1)



Figure 5: On campus bicycle sheds