MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/AC/P/2026/0364	**Your Ref:**	P/2026/0364
Date:	30/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

ERECTION OF BUILDING FOR USE AS SPORTS TRAINING PAVILION (D2 - ASSEMBLY LEISURE) / CODI ADEILAD I'W DDEFNYDDIO FEL PAFILIWN HYFFORDDI CHWARAEON (D2 - HAMDDEN Y CYNULLIAD)

COLLIERS PARK WREXHAM AFC TRAINING GROUND, CHESTER ROAD, GRESFORD, WREXHAM, LL12 8PW

I refer to your consultation / email in respect of the above.

Proposal
The application seeks full planning permission for the construction of a new Sports Training Pavilion and associated infrastructure at Colliers Park Training Ground, Gresford. The proposed development would provide training, welfare, medical, changing and administrative facilities to support Wrexham AFC's first team operations and is proposed on an area of hardstanding currently used for storage and overflow parking within the existing training ground complex.

Access Arrangements
The proposed development would utilise the existing vehicular and pedestrian access arrangements onto Chester Road (B5445). No alterations to the existing access onto the public highway are proposed and the Local Highway Authority (LHA) raises no concerns regarding the continued use of the existing priority access arrangements.

Transport and Parking Considerations
The LHA notes that no formal Transport Statement, Transport Assessment or parking demand assessment has been submitted in support of the application.

The Design and Access Statement advises that the proposed development would consolidate existing Wrexham AFC training activities currently undertaken across multiple locations and states that the existing level of parking provision at Colliers Park is acceptable and comfortably accommodates current users. The statement also confirms that the wider site currently provides 89 parking spaces, including five disabled spaces.

The proposed pavilion is to be located on land currently utilised as a storage and overflow parking area. As such, the development may result in the loss of parking provision. However, the application documents do not identify or quantify the number of existing parking spaces that would be lost as a consequence of the development.

Whilst the applicant concludes that the existing parking provision is sufficient to accommodate the development, no supporting information has been provided regarding existing parking demand, current site usage levels, or future parking requirements associated with the proposed facility. Furthermore, no details are provided regarding future staffing levels or anticipated user numbers associated with the completed development.

Local Highway Authority Position
The LHA is not opposed to the proposal in principle and acknowledges that the development is intended to support and consolidate the clubs existing activities. However, insufficient information has been submitted to enable the LHA to understand the implications of the development.

In particular, the applicant should provide:

- Confirmation of the number of staff, players and visitors currently using the site;
- Confirmation of the anticipated number of staff, players and visitors expected to utilise the site following completion of the development;
- Clarification as to whether the proposal would result in an increase in overall site users compared with the existing situation;
- Details of existing parking demand and parking utilisation across the site;
- Confirmation of the number of parking spaces that will be lost as a result of the proposed development; and
- Details of any replacement or additional parking provision proposed within the site.

This information is required to enable the LHA to understand the baseline level of site usage, assess whether the proposed development would result in a material increase in parking demand, and determine whether sufficient parking provision would remain available onsite following the loss of existing parking spaces. It will also allow the LHA to assess the potential for overspill parking arising from the development and whether this could adversely affect the safe operation and function of the adjacent highway network. In the absence of this information, the parking impacts of the proposal cannot be understood.

Accordingly, whilst the LHA raises no objection to the proposal in principle and considers the existing site access arrangements acceptable, further information is required before a fully informed assessment can be made regarding the parking implications of the development and its potential impact on the surrounding highway network.

KWEdwards

Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical

Conditions

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.