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 Response 2
Date:	26/08/2026		

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.

The Local Highway Authority (LHA) has reviewed the additional information submitted in support of the application, including the Operations and Transport Evaluation prepared by Wrexham AFC.

The submitted information provides further detail regarding the existing and proposed operation of the site and confirms that activities currently split between the Racecourse Ground and Colliers Park would be consolidated at Colliers Park. Training days would remain unchanged, whilst inter-site vehicle movements associated with players and staff travelling between the two facilities would be removed.

A summary of the transport information provided is set out below:

Measure	Existing Situation	Proposed Situation
Training Days	Average of 4 days per week for 46 weeks per year.	No change.
First Team Operations	Activities split between the Racecourse Ground and Colliers Park.	Activities consolidated at Colliers Park.
Player and Staff Travel	Players and associated staff travel between the Racecourse Ground and Colliers Park during a training day.	Players and staff travel directly to and from Colliers Park.
Other Staff Movements	Chefs, administration and some medical staff travel to the Racecourse Ground only.	Approximately 9 staff journeys per day relocated to Colliers Park.
Inter-site Vehicle Movements	Approximately 60 vehicle movements per day associated with travel between facilities.	Eliminated.
Academy Use	Existing use of Colliers Park.	No change.
FAW / External Use	Existing use of facilities.	No change.

Deliveries	Deliveries made to the Racecourse Ground.	Deliveries redirected to Colliers Park.

The LHA acknowledges that the applicant has addressed the majority of the concerns raised within the previous consultation response. Additional information has been provided regarding site users, operational arrangements and vehicle movements, and the applicant has demonstrated that the proposals are unlikely to result in a significant increase in overall site activity. The information also indicates that the development would reduce existing inter-site vehicle movements.
Notwithstanding the above, the LHA's concerns regarding parking provision have not been fully addressed.

However, the key outstanding issue remains the absence of an evidence-based assessment of parking demand and parking utilisation across the site. Whilst information has been provided regarding trip movements and site operations, no parking accumulation or utilisation surveys have been submitted to establish how existing parking provision currently operates, the extent to which overflow parking areas are relied upon, or whether sufficient spare parking capacity exists.

Without this baseline information, the LHA is unable to:

- Establish existing parking demand across the site.
- Understand the contribution made by overflow parking areas.
- Assess the impact of any parking spaces that may be lost or altered as part of the proposals.
- Determine whether sufficient parking capacity would remain available following development.
- Assess the potential for overspill parking to affect the adjoining highway network.

Whilst the applicant states that overspill parking does not currently occur, this has not been supported by objective survey data. The LHA considers that an assessment based on parking accumulation and utilisation surveys is necessary to provide a robust evidence base from which the parking impacts of the development can be assessed.

The LHA does not object to the principle of the proposed development. However, as stated within the previous consultation response, further parking information is required to enable a full assessment of the proposals and to demonstrate that the development would not have a detrimental impact on the operation or safety of the adjoining highway network.

Summary
The applicant has addressed the majority of the concerns previously raised by the LHA and has demonstrated that the proposals are unlikely to result in a significant increase in site activity or vehicle movements. However, the LHA still lacks a robust understanding of existing parking demand and utilisation at the site.

A parking assessment supported by appropriate parking accumulation and utilisation survey data is therefore required to establish a baseline position and enable a full assessment of the parking implications of the proposed development. Until this information is provided, the LHA is unable to conclude that the development would not result in adverse parking impacts on the adjoining highway network.

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.