**MEMORANDUM**

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Sarah Duckworth |
| **Our Ref:** | ET/DC/DB/P/2026/0321 | **Your Ref:** | P/2026/0321 |
| **Date:** | 07/09/2026 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSALS:**
**0321: ADEILADU CYFLEUSTER CRICED AWYR AGORED DAN ORCHUDD, ADEILAD MYNEDFA A PHARCIO CYSYLLTIEDIG A 2 WICED ARTIFFISIAL / CONSTRUCTION OF OUTDOOR COVERED CRICKET FACILITY, ENTRANCE BUILDING AND ASSOCIATED PARKING AND 2 NO ARTIFICIAL WICKETS**

**LOCATION: GWERSYLLT CRICKET CLUB, BRADLEY AND GWERSYLLT SPORTS CLUB, PARK WALL ROAD, BRADLEY, WREXHAM, LL11 4DX**

I refer to your consultations dated 17 June 2026 in respect of the above applications.

**Application Overview**

The application seeks permission for the installation of an outdoor covered cricket practice facility at Gwersyllt Park Cricket Club. The proposal includes the extension of the club's leased area and associated improvements to access, parking provision and pedestrian infrastructure. Other improvements such as artificial wickets are included, but with no impact on the highway or parking.

Whilst this response refers specifically to P/2026/0321, the LHA have reviewed the proposal in tandem with P/2026/0322, to assess the combined impact on parking for example.

**Access Provision**
The application site is currently accessed from Park Wall Road, which connects the settlements of Gwersyllt and Bradley. Vehicular access is provided via the existing site entrance leading directly into the cricket club grounds and associated parking area. The cricket club currently benefits from an adjacent car park providing approximately 45 parking spaces, which serves both the existing clubhouse and playing facilities.

The submitted Transport Statement indicates that vehicular access to the site will continue to be taken from Park Wall Road via the existing site entrance. In association with the wider proposals, the applicant refers to access improvements, including an entrance designed in accordance with Section 184 of the Highways Act and, in the longer term, the potential provision of a second access lane and revised internal circulation arrangements within the car park. However, the Transport Statement provides only a descriptive account of the proposed access arrangements, and no detailed access drawing or engineering plan has been submitted showing the proposed layout, geometry, visibility provision, junction alterations or associated highway works. **The applicant**

**should therefore be requested to provide a detailed access drawing to enable the Local Highway Authority to fully assess the acceptability of the proposed vehicular access arrangements.**

## Parking Provision

The site is currently served by an existing car park adjacent to the clubhouse and cricket facilities. The Transport Statement advises that the existing parking area provides approximately 45 spaces; however, the parking area is currently unmarked, with no formal bay layout, designated accessible parking spaces or EV charging provision. The applicant proposes to formalise and improve the parking provision as part of the wider development proposals.

The development proposes to provide an additional seven parking spaces, including two accessible bays, increasing the total parking provision on site from 45 to 51 spaces. The parking provision would serve all facilities within the site, including the cricket club, bowling club and gym. The applicant has also confirmed within the Transport Statement that, as part of the proposed extension to the club's lease boundary, responsibility for the existing car park will transfer to Gwersyllt Park Cricket Club.

In considering the parking requirements for the development, the LHA notes the following:

- The site occupies a sustainable location, with bus stops situated adjacent to the site and a rail station located within approximately 1km.
- The proposed building has a gross floor area of 792m².
- Whilst Local Planning Guidance indicates a maximum parking standard for D2 uses of one space per 15m² of floor area, the LHA does not consider it necessary or appropriate to apply the maximum provision in this instance, given the relatively low-density nature of cricket-related activities, the site's accessible location and the likelihood for linked trips.
- One accessible parking space is proposed in the 7nr new spaces, which accords with the 10% accessible parking provision requirement set out within LPG16.

Notwithstanding the above, the LHA notes that a building of 792m² assessed against a maximum parking standards of one space per 15m² would equate to approximately 53 spaces. Whilst the proposed provision of 51 spaces falls marginally below this figure, the LHA notes that this parking provision is shared between all uses on the site, including the cricket club, bowling club and gym. Given the absence of a parking accumulation assessment or evidence of existing parking demand associated with the site's established uses, the applicant should provide further justification demonstrating that the proposed level of parking provision would be sufficient to accommodate the cumulative parking demand arising from all activities on the site.

## Trip Generation

P/2026/0321 - Outdoor Covered Cricket Facility

In assessing the outdoor covered cricket facility, the LHA considers that the proposed covered outdoor cricket facility is the only element of the development likely to generate any additional vehicular movements.  and there has been some increased parking provision made. The facility would operate as an ancillary component of the existing cricket club and there is no evidence to suggest that it would fundamentally alter the nature of activities already taking place on the site. The applicant advises within the Transport Statement that approximately 10 to 20 people may access the facility per hour when it is in operation and concludes that the facility would not significantly increase vehicle movements. The proposal is accompanied by an increase in on-site parking provision from 45 to 51 spaces, which would assist in accommodating any additional parking demand arising from the development.

However, no trip generation assessment, parking surveys or supporting utilisation data have been submitted to substantiate the assumptions presented within the Transport Statement. Whilst the Local Highway Authority acknowledges that the proposed facility is ancillary to the established use of the site and is unlikely to generate a significant volume of additional vehicle trips, the absence of

supporting parking demand data makes it difficult to quantify the likely impact of the development on parking demand and vehicle movements

**Impact Assessment**
At present, insufficient information has been provided to enable the Local Highway Authority to fully assess the cumulative transport and parking impacts arising from the proposed development. Whilst the applicant states that the renovation and modernisation of the clubhouse facilities will not significantly increase existing vehicle movements, no supporting evidence has been submitted to demonstrate that the potential trips associated with the development can be accommodated within the proposed car park,

To enable a robust assessment of the proposals, the applicant is requested to provide the following information:

- Confirmation of whether the gym, cricket club, bowling club and bar facilities will operate at the same time.
- Details of whether the various uses are complementary or largely independent.
- Clarification as to whether the proposed bar extension is intended primarily to serve users of the cricket club and gym, or whether it is expected to attract additional visitors.
- The proposed opening hours for each facility.
- Parking survey data to establish existing parking demand and utilisation across the site.
- Forecast user numbers associated with the proposed bar and cricket facilities.
- A parking accumulation assessment demonstrating cumulative parking demand across all site uses throughout the day, taking account of the potential for overlapping peak periods.

This information is required to establish a baseline position, understand the interaction between the various site uses and assess whether the proposed parking provision is capable of accommodating future demand without resulting in overspill parking on the surrounding highway network. Whilst the Local Highway Authority acknowledges that any increase in demand may be relatively modest and may comprise linked trips, further evidence is required before the Authority can support the application.

The application documentation refers to the provision of seven new parking spaces. However, the overall parking provision increases from 45 to 51 spaces, representing a net gain of only six spaces. It is therefore unclear whether one existing parking space is to be removed as part of the development proposals. Clarification is required.

**Parking Layout and Management:** The LHA requests the submission of a detailed parking layout plan showing all existing and proposed parking spaces within the site.
In addition, the LHA requires confirmation that parking spaces will be formally marked out and managed on site. The absence of a clearly defined parking arrangement could result in informal parking, creating congestion within the site and potentially obstructing access routes.

Attention should be given to maintaining unobstructed access for emergency vehicles, including ambulance and fire service vehicles, to all buildings within the site, and to the Alyn Country Park.

**Reference to Alyn Country Park Car Park:** The submitted documentation makes reference to the use of the Alyn Country Park car park as overspill parking for the cricket ground. This should be removed as these spaces are for visitors to the Country Park, not for the use of the cricket club

**Summary:**
The following information is required before the LHA can fully appraise and support the application, this includes the following:

- Detailed site access and parking layout drawing.

- Confirmation of whether the gym, cricket club, bowling club and bar facilities will operate at the same time.
- Details of whether the various uses are complementary or largely independent.
- Clarification as to whether the proposed bar extension is intended primarily to serve users of the cricket club and gym, or whether it is expected to attract additional visitors.
- The proposed opening hours for each facility.
- Parking survey data to establish existing parking demand and utilisation across the site. The LHA recommend the existing car park is marked up to ensure that the maximum number of spaces are utilised, and emergency and circulation access is maintained to all facilities on site.
- Forecast user numbers associated with the proposed bar and cricket facilities.
- A parking accumulation assessment demonstrating cumulative parking demand across all site uses throughout the day, taking account of the potential for overlapping peak periods.
- Removal of reference to the use of Alyn Country Park car parking spaces as overspill parking for the development.

Upon receipt of the above the LHA will be in a position to complete its assessment of the application.

*KWEdwards*

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical

**Supplementary Notes**

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

**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 / 171 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.