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 3
Date:	13/10/2026		

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 by the applicant in support of the application. This includes a parking assessment which provides further detail regarding the operation of the site, identifies the existing parking provision of 89 spaces, sets out estimated parking demand associated with a number of operational scenarios, and provides commentary regarding parking management arrangements between the various site users.

The LHA notes that the submitted information concludes that parking demand is expected to remain within the available parking capacity, with a maximum estimated demand of 85 vehicles. The applicant also advises that occasional peaks in parking demand are managed operationally through liaison between site users and that international camps are generally coach-based rather than reliant upon individual vehicle trips.

Whilst the submission provides useful background information regarding the operation of the site and estimated parking demand, it does not fully address the matters raised within the LHA's previous consultation response.

The previous consultation response acknowledged that many of the earlier highway concerns had been satisfactorily addressed and identified parking demand and parking utilisation as the outstanding matter requiring further consideration. In particular, the LHA requested an evidence-based assessment supported by parking accumulation and utilisation surveys to establish the existing demand for parking at the site, understand the extent to which any overflow parking arrangements are utilised, and demonstrate whether sufficient spare parking capacity exists during peak periods.

The latest submission does not include any parking accumulation surveys, parking utilisation surveys, parking beat surveys or observed occupancy data. Instead, the assessment is based upon estimated user numbers and anticipated operational arrangements. Whilst these estimates provide

an indication of likely parking demand, they do not establish actual parking conditions at the site or provide objective evidence of how the existing parking provision is currently operating.

Given that the development is already operational, the LHA considers that it would be reasonable and proportionate for parking surveys to be undertaken. Such surveys would provide an accurate understanding of existing parking demand, reveal the extent to which overflow parking areas are relied upon, and enable the applicant's assumptions regarding parking demand and available capacity to be independently verified.

The LHA acknowledges that the information submitted suggests that parking demand may be capable of being accommodated within the site's parking provision. However, in the absence of survey data, the LHA remains unable to verify the applicant's assumptions, establish baseline parking demand, or fully assess the parking implications associated with the development.

Conclusion

The applicant has provided additional information regarding site operations and estimated parking demand. However, the parking accumulation and utilisation surveys specifically requested by the LHA have not been submitted.

Accordingly, the LHA considers that insufficient information has been provided to fully address the outstanding parking concerns identified within previous consultation responses. The LHA therefore continues to require an evidence-based parking assessment supported by appropriate parking utilisation and accumulation surveys demonstrating existing parking demand, parking occupancy levels and the operation of any overflow parking arrangements before a full assessment of the parking implications of the development can be completed.

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.

