MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0828	**Your Ref:**	P/2025/0828
Date:	09/12/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL Y GANOLFAN GYMUNEDOL BRESENNOL AC ADEILADU ADEILAD NEWYDD GYDA GWAITH CYSYLLTIEDIG / DEMOLITION OF EXISTING COMMUNITY CENTRE AND CONSTRUCTION OF NEW BUILDING WITH ASSOCIATED WORKS

LOCATION: COMMUNITY CENTRE, PRICES LANE, WREXHAM, LL11 2NB

I refer to your consultation / email dated 05/11/2025 in respect of the above.

General

The proposed development comprises the demolition of the existing community centre (LPGN 16 Class D1 Use – 350m^2 gfa) to a combined scouts / guides headquarters (LPGN 16 - Class D2 Use - 725m^2 gfa).

Access

The proposed development is located on Prices Lane which is a busy, classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any existing / proposed access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge in the westerly direction and to the centreline of the road in the easterly direction. Visibility can be relaxed to the centreline of the road in the easterly direction given the location of the existing pedestrian refuge.

Visibility from the existing access is adequate in both directions providing splays in excess of the above requirements.

The existing access is 4.8m wide providing access into the existing / proposed car park comprising 14 spaces. The access is surfaced with hard bound materials.

Footway

The existing footway along Prices Lane leading into the site on the western side of the access terminates just inside the access. There are no suitable dropped kerbs / tactile crossing points across the main access. **If the application is supported, the LHA recommend that the existing 2m wide footway is extended a few metres into the site on the western side and dropped kerb / tactile crossing points are provided on both sides. The LHA recommend that appropriate ladder tactiles are installed either side of the existing cycleway to warn pedestrians of cyclists crossing the footway. The LHA recommend that this detail is indicated on a revised layout plan.**

Parking and Turning Provision

Based on LPGN 16 – Class D1 use, the existing community centre (350m^2 gfa) would require a maximum of 2 car spaces plus 1 car space per 25m^2 gfa equating to a requirement of 16 spaces (max). In comoarison, the proposed development (725m^2 gfa) would require a maximum of 1 car space per 15m^2 gfa equating to the requirement of 48 spaces (max).

The existing use provides 88% parking provision compared with maximum LPGN 16 requirements. In comparison, the proposed use provides 29% parking provision compared with maximum LPGN 16 requirements. There is typically a significant amount of on-street parking along Prices Lane which at times makes two-way flow awkward.

It is understood that this car park is also used by the occasional dog walker arriving by car utilising the Prices Lane playing field at the rear of the site and by parents parking to walk their children to the Rhosddu primary school. However, this use may well not coincide with the use of the proposed building.

The LHA would therefore raise concerns in respect of any proposed significant shortfall in parking provision at the development site.

<u>Cycle Parking / Storage</u>

The revised plan does not indicate sufficient detail of any proposed cycle parking / storage / shelter provision as required by LPGN 16 / Active Travel Guidance. **The LHA recommend that adequate cycle parking provision (eg/ Sheffield stands including cover / shelter) is provided at the site. This requirement could be delivered by a suitable planning condition.**

Traffic Generation

It is considered that the existing community centre has the potential to generate a significant number of daily vehicle movements when parties, events are held at the site.

In comparison the proposed scouts / guides headquarters may well also attract a similar level of vehicle movements and may also at times be used for parties / events.

No information is respect of the following has been provided:-

- Number of staff to be employed at the site
- Maximum number of people likely to be present on site at any one time
- Proposed uses beyond scout / guides use eg/ parties, functions

- Anticipated daily vehicle movements at the site.

- Details of how parking will be managed at the site to avoid any on-street parking.

- Parking accumulation survey data from current scouts hq for comparison.

- Catchment area details for scouts / guides attending the existing site and proposed site at Prices Lane.

- Operating hours

The LHA recommend that the above details are provided.

Public Transport

The WCBC Transport section have advised as follows:-

Primary route is Arriva service 1 Wrexham-Chester. Serves Chester Road, of which there are stops in both directions in very close proximity to the site.

Starts 0540 Mon-Sat and runs every 15 minutes in daytime Mon-Sat and then every 30 mins from 1750 to 2250. Last bus back into Wrexham bus station past the site would be about 0005hrs

Sunday service is every 30 minutes from Wrexham Bus Station 0815 to 2250

One of the highest bus populated routes in the Borough in terms of service frequency.

Running across Chester Road along Rhosnesni Lane / Prices Lane is the no. 35 bus which operates mon – sat: 07:45 – 17:49 every 30mins in both directions, Sunday: 10:00 – 18:00 – 1 hrly service in both directions.

Waste / Recycling

It is understood that the refuse / recycling collections typically occur at the start of the day and do not coincide with any intensive use of the car park therefore allowing the refuse vehicle to enter, turn and service the site appropriately.

The revised plan does not indicate sufficient detail of any proposed refuse / recycling storage provision. **The LHA recommend that this detail is covered by a suitable planning condition**

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommend that any consent includes a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

Conclusion

In conclusion, the LHA request the following information:-

- **Footway**

  The existing footway along Prices Lane leading into the site on the western side of the access terminates just inside the access. There are no suitable dropped kerbs / tactile crossing points across the main access. **If the application is supported, the LHA recommend that the existing 2m wide footway is extended a few metres into the site on the western side and dropped kerb / tactile crossing points are provided on both sides. The LHA recommend that appropriate ladder tactiles are installed either side of the existing cycleway to warn pedestrians of cyclists crossing the footway. The LHA recommend that this detail is indicated on a revised layout plan.**

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  No information is respect of the following has been provided:-

  - Number of staff to be employed at the site
  - Maximum number of people likely to be present on site at any one time
  - Proposed uses beyond scout / guides use eg/ parties, functions
  - Anticipated daily vehicle movements at the site.
  - Details of how parking will be managed at the site to avoid any on-street parking.
  - Parking accumulation survey data from current scouts hq for comparison.
  - Catchment area details for scouts / guides attending the existing site and proposed site at Prices Lane.
  - Operating hours

  The LHA recommend that the above details are provided.

Supplementary Notes

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

KW Edwards

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 / 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.