MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0828 Res (5)	**Your Ref:**	P/2025/0828
Date:	11/06/2026		

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 the email from the applicant dated 10/06/2026 including revised Site Layout Plan (Drg. No. L01 Rev B) in respect of the above.

General

The LHA understand the existing / proposed uses come under Class D1 & B1 Use (LPGN 16) respectively.

The proposed development comprises the demolition of the existing community centre (350m^2 gfa) to a combined scouts / guides headquarters (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 revised layout plan indicates a new pick up / drop off point just inside the access fronting the proposed new building which is considered beneficial. However, no detail of a footway on the eastern side of the access leading into the site, along the back of the proposed layby and linking to the main building (entrance) have been indicated. **The LHA recommends that the detail is indicated on a revised layout plan.**

Parking and Turning Provision (Site Layout Plan – Drg. No. L01 Rev B)

The LHA understand the existing / proposed uses come under Class D1 & B1 Use (LPGN 16) respectively.

The proposed development comprises the demolition of the existing community centre (350m^2 gfa) to a combined scouts / guides headquarters (725m^2 gfa). Based on Class D1 Use, the existing community centre would require a maximum of 16 spaces and the proposed new building would require a maximum of 24 spaces.

The existing use provides 88% parking provision compared with maximum LPGN 16 requirements (ie/ 12% park shortfall). In comparison, the proposed use provides 100% parking provision (ie/ 24 spaces) 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 proposed 5 no. spaces indicated on the revised layout plan at the north west corner of the site have limited space for turning / manoeuvring. A large car (5m in length) would typically require a turning circle of 12m diameter in this location to manoeuvre. This could be improved by utilising the strip of land running alongside the existing footway as additional turning space. **The LHA recommends the applicant addresses this issue on a revised layout plan indicating the required turning circle in this location.**

<u>Highways Note</u>

The previously submitted Highways Note stated the following:-

The proposed building will accommodate 2 main users, the Scouts and Girl guides. The Scouts break down into 4 groups comprising Scouts, Cubs, Squirrels and Beavers. When multiple groups meet in the Scouts premises they do so at staggered times.

Both groups are led by volunteers who park at the centre. There are generally 5 or 6 staff for the Scout sessions and 2 for the Guides. All children who attend are dropped off and then picked up at the end of the session.

During the day the Scouts premises will be rented out between 9am until 3pm to a playgroup which attracts approximately 15-20 children. Again these are drop offs and pick ups.

Parents are encouraged to car share and know that the car park is for drop off and collection only.

The table shows the parking needed for staff and volunteers during session times and the number of children attending is also indicated.

Saturday and Sundays are used occasionally for training and events.

The building would only be used by the Scouts and Guides during school term times.

			Flying start	Scouts	Beavers	Cubs	Squirrels	Guides
Staff / Volunteer Spaces			6	6	6	6	6	2
Children	Drop Off / Pick up only		20	30	20	20	16	15
Monday	09:00 – 15:00		6					
	17:00 – 19:00							2
Tuesday	09:00 – 15:00		6					
Wednesday	09:00 – 15:00		6					2
	17:00 – 19:00						6	
	19:00 – 21:00				6			
Thursday	09:00 – 15:00		6					
	17:00 – 18:00				6			2
	18.00 - 19:00					6		2
	19:00 – 21:00			6				
Friday	11:00 – 15:00		6					
	17:00 – 19:00					6		
	19:00 – 21:00			6				
Saturday	10:00 – 12:00							2
Sunday								

Based on the above information it would appear that any long stay parking demand is by the staff / volunteers only. It is understood that all children attending the facility are dropped off by car and then collected at the end of each session.

If there are typically 6 staff members present on site for most sessions and they all arrive by car, then only 8 spaces would typically be available for cars to park and drop their children off.

Where 2 consecutive sessions occur, there is potential for around 50 cars arriving / departing at roughly the same time. However, it is difficult to predict the precise number of vehicles that will be collecting / departing the facility at changeover times in this instance. If 6 staff members are still parked in the car park at changeover times and potentially 6 new staff arrive for the next session, then up to 12 cars could be parked in the 24 space car park at the same time if spaces are available.

Although difficult to predict, there is potential that parents picking up their children could choose to park on the adjoining highway should there be no spare capacity in the car park. The LHA would raise concerns in respect highway / pedestrian safety should the above situation arise at the development site given its proximity to the junction of Prices Lane with Chester Road.

Updated Survey Information

Updated survey information was provided on 14/05/2026. The submitted information included the same information as indicated in the original survey previously provided. In addition, the latest survey data included the following information:-

- The number of attendees for each group
- The number of attendee cars parked
- The number of volunteer staff cars parked

Details relating to the attendees proposed choice of travel when travelling to the site were also provided.

Based on the updated information, the LHA comments as follows:-

The attached spreadsheet seems to indicate the following:-

- Total Children 121
- Survey only had 73 responses out of 121(ie/ 60% response rate)
- Of the 73 responses, potentially a max of 81% will use a car.
- Based on the above data, when individual sessions follow each other, there is potential for approximately 59 cars to be arriving to drop off / arriving to pick up in a short space of time using a 14 space car park. This assumes that the 6 staff for each session remain constant and are not a different 6 no. staff for the various sessions who could also overlap with parking demand.

Although difficult to predict, there is potential that parents picking up their children could choose to park on the adjoining highway should there be no spare capacity in the car park. The LHA would raise concerns in respect highway / pedestrian safety should the above situation arise at the development site given its proximity to the junction of Prices Lane with Chester Road. The potential for this situation arising could be reduced by a requirement / condition for a Travel Plan in an attempt to promote more sustainable modes of transport to / from the site.

<u>Cycle Parking / Storage</u>

The submitted plans do not indicate sufficient detail of the proposed cycle parking / storage / shelter provision as required by LPGN 16 / Active Travel Guidance.

The LHA recommend the applicant discusses the cycle parking / shelter requirements with the WCBC Active Travel Section (contact: Gwen Thomas @ gwen.thomas:Wrexham.gov.uk).

Comments from WCBC Active Travel Section as follows:-

In accordance with the Active Travel Act Guidance, cycle storage should allow for at least 15 cycles and at least two of these should be suitable for an adapted cycle for disabled people (1 cycle parking space for each 50m^2, and 10% to be for adapted cycles). Their use should be monitored, especially given the age of most site visitors, and further capacity provided in future when required.

Please can a plan be shared showing the access to the building. The disabled cycle parking should be as close as possible to the entrance.

Between stands for standard cycles there should be at least 1200mm for standard cycles and 1500mm for adapted cycles.

Please provide an updated drawing of all relevant dimensions, including the width of the paving area around the building, the link between the proposed cycle parking and the cycle route, and the cycle route itself.

At present there is a bollard near the end of the cycle route prior to it's junction with the footway. Our preference would be for this bollard to be removed, however, if it is deemed necessary, the bollard should be placed with access of 1.5m clearance to one side or the other, preferably both.

The LHA recommends the applicant provides more detailed plans (including annotated dimensions) addressing the above issues.

Layby (Dropping off / Collection Point)
Appropriate signage will be required stating that the layby is a
"Dropping off / Collection Point "and "not for parking". This requirement shall be included as a planning condition.

Travel Plan

No details of any Travel Plans currently in place at the existing Scout HQ or for the proposed site have been provided. If the application is supported, the Active Travel Section have requested the submission of a Travel Plan to indicate how sustainable modes of transport will be encouraged / promoted at the facility to minimize reliance on the car and reduce parking demand at the site.

The LHA recommend the applicant discusses any proposed Travel Plan with the WCBC Active Travel Section (contact: Gwen Thomas @ gwen.thomas:Wrexham.gov.uk).

However, it is understood that the Planning Department would not support the request for a Travel Plan in this instance.

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.

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 additional 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 revised layout plan indicates a new pick up / drop off point just inside the access fronting the proposed new building which is considered beneficial. However, no detail of a footway on the eastern side of the access leading into the site, along the back of the proposed layby and linking to the main building (entrance) have been indicated. **The LHA recommends that the detail is indicated on a revised layout plan.**

- <u>Cycle Parking / Storage</u>

  The submitted plans do not indicate sufficient detail of the proposed cycle parking / storage / shelter provision as required by LPGN 16 / Active Travel Guidance.

  The LHA recommend the applicant discusses the cycle parking / shelter requirements with the WCBC Active Travel Section (contact: Gwen Thomas @

gwen.thomas:Wrexham.gov.uk).

Comments from WCBC Active Travel Section as follows:-

In accordance with the Active Travel Act Guidance, cycle storage should allow for at least 15 cycles and at least two of these should be suitable for an adapted cycle for disabled people (1 cycle parking space for each 50m^2, and 10% to be for adapted cycles). Their use should be monitored, especially given the age of most site visitors, and further capacity provided in future when required.

Please can a plan be shared showing the access to the building. The disabled cycle parking should be as close as possible to the entrance.

Between stands for standard cycles there should be at least 1200mm for standard cycles and 1500mm for adapted cycles.

Please provide an updated drawing of all relevant dimensions, including the width of the paving area around the building, the link between the proposed cycle parking and the cycle route, and the cycle route itself.

At present there is a bollard near the end of the cycle route prior to it's junction with the footway. Our preference would be for this bollard to be removed, however, if it is deemed necessary, the bollard should be placed with access of 1.5m clearance to one side or the other, preferably both.

The LHA recommends the applicant provides more detailed plans (including annotated dimensions) addressing the above issues.

- **Turning Provision**

The proposed 5 no. spaces indicated on the revised layout plan at the north west corner of the site have limited space for turning / manoeuvring. A large car (5m in length) would typically require a turning circle of 12m diameter in this location to manoeuvre. This could be improved by utilising the strip of land running alongside the existing footway as additional turning space. **The LHA recommends the applicant addresses this issue on a revised layout plan indicating the required turning circle in this location.**

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.

KW Edwards

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