MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rowlinson
Our Ref:	ET/DC/PP/P/2026/0254	**Your Ref:**	P/2026/0254
Date:	18/06/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI ADEILAD UN LLAWR / ERECTION OF SINGLE STOREY BUILDING

LOCATION: ACTIVITY CENTRE, CROSS LANES HOTEL, BANGOR ROAD, CROSS LANES, WREXHAM, LL13 0TF

I refer to your consultation / email dated 01/05/2026 in respect of the above.

Access

The development site is located on the A525 Bangor Road which is a classified road subject to a 30mph speed limit.

Assuming speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility from the existing / proposed access is adequate providing splays in excess of the above requirements..

The existing access serving the development site is in excess of 4.8m wide and would be capable of accommodating the simultaneous movement of 2 no. vehicles ie. coach / car.

Parking & Turning Provision

It is understood that the site was granted permission in 2017 (Planning Ref: P/2016/0953) for change of use from a hotel to children's activity centre.

As part of the above application, the previously submitted Design & Access Statement indicated that it was proposed to employ 52 no. staff at the Activity Centre but it was suggested that only around 45 no. staff would be on duty at the same time. It was suggested that there would typically be 1 no. car on site for every 3 staff working that day. There would also be a limited number of vehicles relating to visiting teachers and also on occasion vehicles relating to contractors doing work on site and companies making deliveries.

The LHA understand that the existing hotel car park has been re-configured to accommodate parking for up to 3 no. coaches. The proposal also includes parking spaces for 43 cars. Based on the submitted information, it was considered that the proposed level of parking provision was adequate for the proposed use.

The submitted block plan (Drg. No. RAC-LAW-X-X-DR-A-069001 Rev P01) for the current application appears to indicate 37 car spaces plus 3 coach spaces. **The LHA recommends the applicant clarifies why the proposed car parking spaces are less than the previously proposed 43 spaces.**

Based on LPGN 16 requirements the proposed development would require a maximum of 1 car space per $15m^2$ gfa. Based on a gross floor area of $78m^2$, the proposed development would require a maximum of 5 spaces. **The LHA recommend the applicant clarifies if any additional parking spaces are intended for the proposed development (including proposed parking layout plan).**

However, to ensure that a more intensive development which could well require additional parking provision and generate significantly more vehicle movements cannot be established at the site without a further application, it may be considered appropriate to include a condition that it is not for the benefit of the land but shall operate for the benefit of the applicant, whilst they operate and occupy the site. **The LHA recommends that such a condition is imposed if any future application at the site is supported.**

Traffic Generation / Parking Demand

A previous enquiry (ref: ENQ/2022/0278) in respect of the current application indicated that it was not intended to increase occupancy at the centre as a result of the proposed building / meeting room but simply to have the capacity to have larger group gatherings of existing people on site.

If it is proposed to increase staff numbers and / or increase current daily vehicle movements, then this detail / information will need to be provided.

The LHA recommend that the applicant confirms the above detail in respect of the current application.

Conclusion

In conclusion, the LHA requests the following information:-

- **Parking & Turning Provision**

  It is understood that the site was granted permission in 2017 (Planning Ref: P/2016/0953) for change of use from a hotel to children's activity centre.

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Based on LPGN 16 requirements the proposed development would require a maximum of 1 car space per 15m^2 gfa. Based on a gross floor area of 78m^2, the proposed development would require a maximum of 5 spaces. **The LHA recommend the applicant clarifies if any additional parking spaces are intended for the proposed development (including proposed parking layout plan).**

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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