MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0682	**Your Ref:**	P/2025/0682
Date:	06/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: AMRYWIO AMODAU 2, 11 A 12 CANIATÂD CYNLLUNIO P/2023/0310 I DIWYGIO CYNLLUN Y SAFLE / VARIATION OF CONDITIONS 2, 11 AND 12 OF PLANNING PERMISSION P/2023/0310 TO AMEND SITE LAYOUT

LOCATION: 31 CAIA ROAD, WREXHAM, LL13 8DS

I refer to your consultation / email dated 05/09/2025 in respect of the above.

Access

The proposed development site is located on Caia Road which is an unclassified road subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing / proposed access serving the development site is considered adequate providing splays in excess of the above requirements.

The access width is being maintained at a minimum width of 5.5m which is considered acceptable.

Traffic Generation

As the proposed development site was originally a public house which had the potential to generate a significant number of traffic movements, the LHA previously raised no objections to the proposed extension of the veterinary surgery. The LHA assume the majority of visits will be determined by pre-arranged appointments based on the number of veterinary personnel / consulting rooms available.

Parking & Turning Provision

The gross floor area of the surgery is approximately 463m^2. Based on LPGN 16 (Class D1 Use), the proposed development would require a maximum of 2 car spaces plus1 car space per 25m^2 gfa. This equates to the maximum requirement of 21 spaces.

The proposed level of parking provision (25 no. spaces) would appear to be approximately the same as previously provided by the public house and is considered to be adequate for such a development being in accordance with LPGN 16 (Class D1 Use). **The LHA recommend the proposed parking spaces are marked out with white lining materials.**

The LHA assume the majority of visits will be determined by pre-arranged appointments based on the number of veterinary personnel / consulting rooms available.

Cycle Parking / Shelter

Comments from Active Travel Section:-

The provision of 3 Sheffield stands is considered adequate. **However, a more detailed scaled plan is requested that shows the type of stands, stand spacing in accordance with Active Travel guidance (Fig. 14.25) and a suitable shelter.**

Waste / Recycling

It is assumed that the site will be serviced by a private waste company with similar arrangements to its previous use as a public house.

In conclusion, the LHA have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 **GENERAL LAYOUT**
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

NONSTD **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@@ shall be fully laid out, surfaced, white lined and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTD **SUBMISSION OF FURTHER DETAILS - CYCLE PARKING / SHELTER**
No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

1) *Suitably scaled layout plan detailing the proposed Sheffield stands including spacing and provision of a suitable shelter*

The scheme as is approved shall be fully implemented prior to first use of the development.

KW Edwards

Contracts and 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 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.