MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0490	**Your Ref:**	P/2026/0490
Date:	19/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD YR ADEILAD O STIWDIOS DARLLEDU RADIO I BRACTIS MILFEDDYGOL / CHANGE OF USE OF BUILDING FROM RADIO BROADCASTING STUDIOS TO VETERINARY PRACTICE

LOCATION: BROADCASTING STATION, MOLD ROAD, GWERSYLLT, WREXHAM, LL11 4AF

I refer to your consultation / email dated 07/08/2026 in respect of the above.

Access

The proposed development site is located on the A541 Mold Road which is a busy, classified road subject to a 30mph speed limit. The site is accessed off the shared, unadopted access road serving Westminster Industrial Estate, builders merchants and Gwersyllt Legion Social Club.

Based on typical speeds of 30mph, any proposed or existing access / junction onto Mold Road would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge. Visibility at the existing junction onto Mold Road is adequate providing splays in excess of 2.4 x 43m in both directions.

Pedestrian access is assumed to be via the eastern side of the building off Mold Road.

Traffic Generation

The existing site previously comprised a number of broadcasting studios which it is assumed generated a moderate level of daily vehicle movements. The proposed development comprises a relatively large veterinary practice which may well generate an increased number of daily vehicle movements compared with the previous use.

The LHA understands that the majority of visits will operate primarily by pre-arranged appointments based on the number of veterinary personnel / consulting rooms available. No details of the existing / proposed daily vehicle movements have been provided. **The LHA recommends this information is provided.**

Parking & Turning Provision (Proposed Site Plan – Drg. No. MRW 007)

The gross floor area of the proposed veterinary surgery is 597m^2. The LHA understand that based on LPGN 16, the proposed development would be classed as a Sui Generis use (ie/ in a class of its own).

However, it is difficult to assess the adequacy of the parking provision as LPGN 16 - Sui Generis use does not stipulate the required number of parking spaces. **The LHA would therefore request that the applicant provides evidence / justification for the proposed level of parking provision to ensure that no parking occurs on the adopted highway or causes a nuisance to the neighboring businesses.** This could be achieved by comparing parking demand / provision at other similar sites of a similar size / location.

The proposed level of parking provision (34 no. spaces) would appear to be the same as previously provided by broadcasting studios. LPGN 16 requires a minimum of 10% of the parking spaces to be laid out to mobility standards (only 2 spaces proposed at present). The proposed spaces shall be re-marked out with white lining materials. **The LHA recommends the above details are indicated / annotated on a revised layout plan subject to the required number of spaces being justified / agreed.**

Cycle Parking / Shelter

Comments from Active Travel Section:-

Adequate cycle parking plus shelter will be required in accordance with LPGN 16 / Active Travel Guidance requirements.

The provision of 3 standard cycle parking spaces (Sheffield Stands) plus 1 adapted cycle space for a disabled person and appropriate covered shelter would be considered adequate

The LHA recommend that this detail is indicated on a revised layout plan (including annotated dimensions, stand spacings).

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.

Conclusion

In conclusion, the LHA request the following information:-

- **Parking Provision**

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  However, it is difficult to assess the adequacy of the parking provision as LP GN 16 - Sui Generis use does not stipulate the required number of parking spaces. **The LHA would therefore request that the applicant provides evidence / justification for the proposed level of parking provision to ensure that no parking occurs on the adopted highway or causes a nuisance to the neighboring businesses.** This could be achieved by comparing

parking demand / provision at other similar sites of a similar size / location.

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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