

Former Radio Studios

Gwersyllt

Change of use to Veterinary Practice

Highway Statement

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1 Discussion

1.1 Planning application P/2026/0490 for a change of use of the former radio station to a veterinary practice was submitted to Wrexham County Borough Council in July of this year. Highway Planning Services has been commissioned to provide additional information requested by the highway authority in their response to the planning consultation.

1.2 A copy of the highway officer's response is included in the appendices to this report.

1.3 The highway officer has raised three concerns which will be separately addressed: traffic generation, car parking and cycle storage.

2. Traffic generation

2.1 The previous use of the site as a radio station ceased some time ago; there does not appear to be any formal record of the associated traffic generation of that use. The site did however employ a significant number of employees, not only radio presenters, technical studio staff and administrators but also those involved in advertising etc. Photographs from Google Streetview show the car park to be well used with something in the order of 20 vehicles on site at any one time.



Photo from July 2016

2.2 Due to the nature of the business, the site operated on a 24-hour basis with traffic movements throughout the day and night.

2.3 The officer accepts that the development is of a sui generis nature and that there are no established traffic patterns associated with the proposed use; it is suggested that figures from a comparative operation could be considered. The proposed practice is however not a standard vet's consultation room but will provide 24/7 care for hospitalized patients. On that basis an assessment from first principles is proposed.

2.4 It is proposed to open the veterinary practice on a phased basis over the next two years, each phase with an increasing number of staff and treatment capacity. This assessment will be based on proposals for the two- year period.

2.5 Two years after opening it is proposed that the practice will employ:

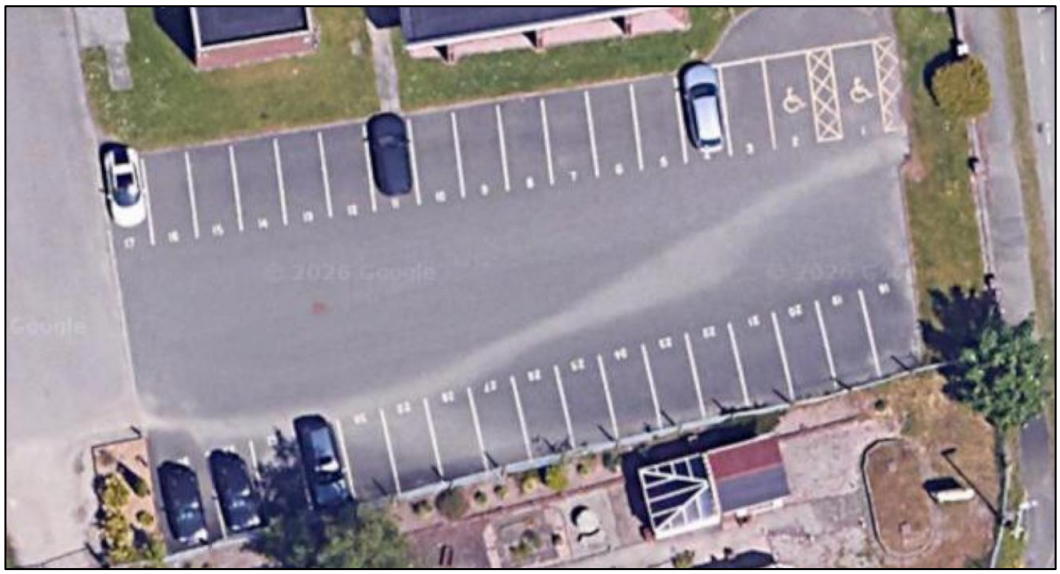
4 vets
4 veterinary nurses
2 receptionists
2 patient care assistants
1 Practice Manager

The practice will operate on a 7-day week, 24-hour a day basis and so not all staff will be on duty at any one time.

2.6 At peak times there could be three vets on duty; two meeting patients in the consulting rooms, the other working in surgery. All consultations will be pre-booked with a 15 minute consultation period; each vet will have a maximum of 36 consultations per day generating approximately 70 trips per day. The vet working in surgery will generate a further 10 trips per day. A total generation in the order of 80 customer/patient trips per day with an additional 7 or 8 staff trips. In addition, there will be additional staff working in the "back scene" surgery area of the practice. The anticipated maximum total trip generation will not exceed 100 trips per day, spread throughout the full day; traffic generation of this order is not considered to be excessive and is likely to be broadly in-line with that associated with the previous use of the site.

3 Car parking

3.1 The following photograph shows the existing car park layout consisting of 34 numbered spaces including 2 to mobility standard.



3.2 Parking standards suggest that mobility spaces be provided at a rate of 10% of parking provision suggesting a requirement for 4 spaces. On that basis, spaces 3, 4 and 5 will be re-marked to provide the mobility requirement but at the cost of 1 space reducing capacity to 37 spaces.

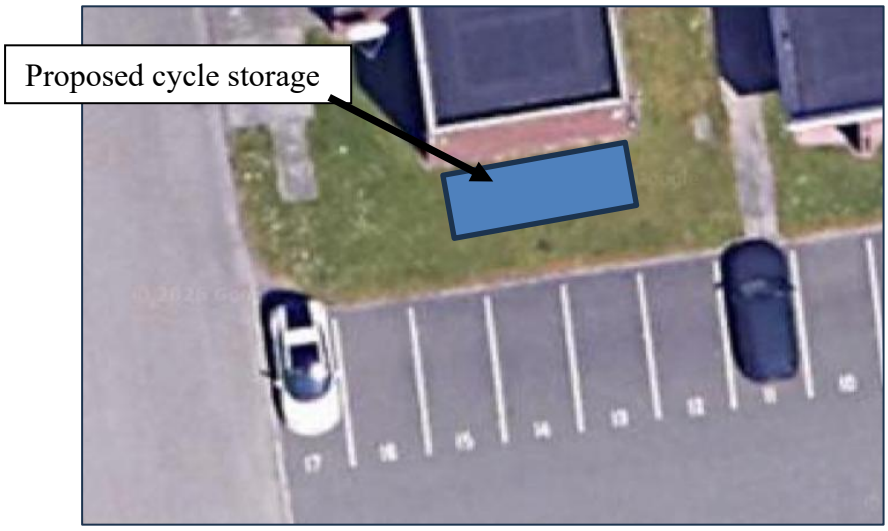
3.3 Regular parking accumulation generated by the consultation rooms is assessed to be in the order of 12 vehicles based on 8 staff members on site at any one time, 2 patients with each of the two consulting vets, plus 2 patients waiting for appointment. In addition to this, there could be 4 additional staff members working in the surgery section of the practice along with emergency patient visits. Parking provision for 20 vehicles would be adequate but spare provision will facilitate any further overlap of patients.

4 Cycle storage

4.1 The highway officer suggests the provision of covered facilities suitable to safely store 4 cycles. A shelter and stands similar to that shown below will be provided.

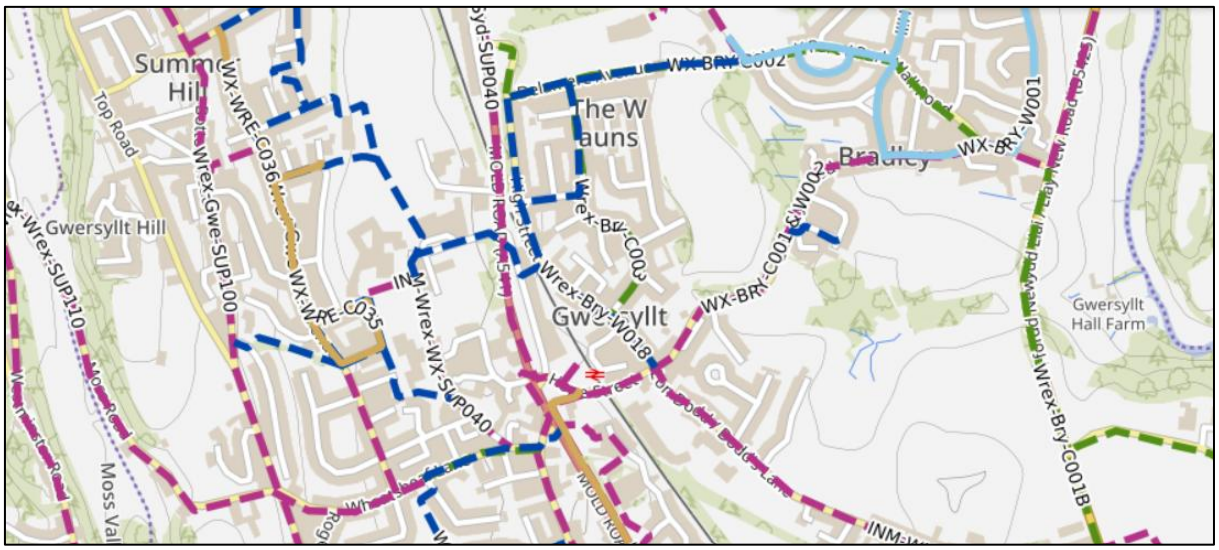


4.2 The shelter will be located on the grassed area between the building and the car park, behind parking spaces numbered 12-15.



5 Sustainable Travel

5.1 The following extract from the WCBC Active Tavel Map shows that the site is well served by existing and proposed pedestrian and cycle routes. Staff members living in the vicinity of the site will have the choice to use sustainable transport options as will those patients simply requiring annual check-ups or basic treatment.



5.2 The site lies within 150m of the Holy Trinity Church bus stop that is served by services 27 and 29 with buses running between Wrexham and Mold on an half hourly basis throughout the day. Bus service 33 providing buses to Llay on a half hourly basis is available nearby.

Conclusions

- Traffic generation associated with the proposed change of use is not considered to be excessive and broadly in-line with that associated with the previous use of the site.

- The car park layout can be modified to accommodate additional spaces to mobility standard whilst retaining adequate capacity for predicted use.

- Cycle storage facilities will be provided in accord with the county borough parking standards.

- The site is appropriately located to take advantage of sustainable travel routes and public transport facilities.

Appendices

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

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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.*