MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0490 Res(3)	**Your Ref:**	P/2026/0490
Date:	04/11/2026		

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 20/10/2026 and revised plans (Drg. Nos. MRW 007a & MRW 008) 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 submitted Highways Statement includes the following information:-

The proposed practice is not a standard vet's consultation room (assumed means vets) but will provide 24/7 care for hospitalized patients. On that basis an assessment from first principles is proposed.

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.

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.

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.

If 4 no. vets deal with a maximum of 36 consultations per day (max 72 vehicle movements per vet ie/ max 288 vehicle movements per day), plus 4 vets generating 8 movements per day in addition to any other staff movements, then this would could potentially generate around 300 daily vehicle movements (not max 100 trips per day as indicated in the submitted Highways Statement).

However, the LHA have considered / compared the existing vets practice @ 31 Caia Road. This facility has a gross floor area of 463m^2 and provides approximately 25 spaces.

Although the vets at Caia Road is 78% of the size of the proposed vets in Gwersyllt it is broadly similar. The Caia Road vets has 6 no. consulting rooms and 2 no. theatres compared with 4 no. consulting rooms and 2 no. theatres proposed vets. It is noted that the proposed vets will operate a 24 hour service whereas the Caia Road vets is only open during the day. However, given the similar characteristics of the 2 no. vets, it is considered likely that the 2 no. vets will operate in a similar nature ie/ similar traffic generation and parking demand.

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. **The LHA assume that this arrangement will be controlled by a suitably worded planning condition.** Based on the above, the LHA do not raise any objections in respect of anticipated traffic generation at the development site which will be spread out throughout the day

Parking & Turning Provision

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. It is important that the proposed level of parking provision is adequate to ensure that no parking occurs on the adopted highway or causes a nuisance to the neighboring businesses.

The revised Site Plan indicates the provision of 33 parking spaces (including 3 spaces laid out to mobility standards) would appear to be similar as previously provided by the fomer broadcasting studios. **The LHA recommends the proposed spaces are re-marked out with white lining materials in accordance with LPGN 16.**

Given the comparisons made with the Caia Road vets, the proposed parking provision at the development site is considered adequate.

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 submitted plan (Drg. No. MRW 008 – Dated 19/10/2026) indicates the above detail which is considered acceptable.

Waste / Recycling

It is assumed that the site will be serviced by a private waste company with similar arrangements to that operated at the Caia Road vets.

In conclusion, the LHA have no objections to the proposed development and recommend any permission includes 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, marked with white lining materials 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 **PROVISION OF CYCLE PARKING FACILITIES**
028R Prior to first use of the development on-site cycle parking facilities including shelter shall be provided in strict accordance with layout plan(s) No. **@@@.** The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of cycles.

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