

# MEMORANDUM

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|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO::</b>     | Jenni Perkins                       |
| <b>Our Ref:</b> | ET/DC/PP/P/2023/0663 Res(7)            | <b>Your Ref:</b> | P/2023/0663                         |
| <b>Date:</b>    | 24/02/2025                             |                  |                                     |

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## TOWN AND COUNTRY PLANNING ACT 1990

**MYNEDIAD GIAT NEWYDD I FAES PARCIO PRESENNOL / NEW GATED ACCESS TO EXISTING PARKING AREA**

**IPSEN BIOPHARM LTD ASH ROAD NORTH WREXHAM INDUSTRIAL ESTATE WREXHAM**

**Grid Ref: E 337447 N 350289**

I refer to your consultation / email dated 14/02/2025 and revised layout plan (Drg. No. 1008/005 Rev C & 1008/003 Rev H) in respect of the above.

### **Access**

The proposed development site is located on Abenbury way which is an unclassified road subject to a 40mph speed limit.

Based on speeds of 40mph, any proposed / existing access would require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. Previously submitted plans have indicated the provision of a **2.4 x 97m splay in the northerly direction which is inadequate**. A visibility splay of 2.4 x 121m in the southerly direction has previously been indicated which is acceptable.

Another proposed development on the Wrexham Industrial Estate (ref: P/2023/0280) will be required to provide a commuted sum via a Section 106 Agreement to fund a blanket 30mph speed limit / TRO for the whole industrial estate.

As it is not possible to provide the required splays as indicated above, the applicant has offered to fund the above process in order to reduce the speed limit to 30mph. The reduction of the speed limit to 30mph would result in a requirement for 2.4 x 43m visibility splays for the new access which would be achievable. In order to support the proposed development (access with reduced splays), **the LHA recommend any consent includes a suitably worded condition which requires the payment of £9800 (via a Section 106 agreement) to the Council by the applicant to fund a blanket 30mph speed limit / TRO for the whole industrial estate. The proposed access shall only be brought into use once the above TRO has been implemented.**

The layout and design of the access would be dependent on the type / size and number of vehicles potentially using the access. The proposed access is 6m wide with 6m kerb radii which would be considered acceptable for cars / occasional refuse vehicle as proposed.

The proposed sliding gates indicated on the submitted layout plan are setback a distance of approximately 12m behind the edge of carriageway which is considered acceptable.

The Local Highway Authority (LHA) will require any proposed access to be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off where an access falls towards the adopted highway. This detail has been indicated on the revised layout plan.

As previously requested, the proposed access (if supported) will require dropped kerbs / tactiles to serve as a pedestrian crossing setback towards the narrowest point with 2m footways extending up to this point on both sides of the access – This detail is indicated on revised plans, Drg. no. 1008/003 Rev F / Drg. No. 1008/005 Rev C. Appropriate drainage ie/ gullies or Aco drain will be required to intercept any private surface water run off. Detail shown on revised layout plan.

The new limit of adoption would need to extend to the back of tactiles / dropped kerbs. This work will require a s.38/278 agreement.

It is understood that Ipsen Biopharm currently lease units 41 – 44 Abenbury Way and utilize this existing access to serve parking spaces located at the rear of Ipsen. However, it is understood that the lease for the use of these units along with the use of the existing access is due to expire and the new access is required to service the existing parking spaces.

It is assumed that no spaces other than the 33 spaces indicated on the revised layout plan (Drg. No. 1008/005 Rev C) will be able to utilise the new access. It is understood that the anticipated vehicle movements through the new access would be around 40 cars plus twice weekly waste collection ie/ 84 daily movements minimum dependent on whether staff leave the site for lunch or for other trips. **The LHA recommend a suitable condition for a car parking management plan (CPMP) to restrict use of the proposed access to the 33 cars which will park in the spaces marked in green on the submitted plan plus permitted access to a refuse vehicle. Such a statement will need to be provided in a suitable CPMP.** If the proposed access is intended to serve a significant number of other spaces on the complex then this may require the submission of further details to review the adequacy of the proposed access eg/ if the proposal included a significantly higher volume of vehicle movements, then the proposed access may require the provision of a right hand turning lane on Abenbury Way.

## **Parking / Turning Provision**

It is understood that the anticipated vehicle movements through the new access would be around 40 cars. The revised layout plan (Drg. No. 1008/005 Rev A) appears to indicate 33 proposed spaces on the western side of the site and 3 main car parking areas to the eastern side of the site (approx. 110 spaces).

### Car Parking Management Plan (CPMP)

**The LHA recommend a suitable condition for a car parking management plan (CPMP) to restrict use of the proposed access to the 33 cars which will park in the spaces marked in green on the submitted plan plus permitted access to a refuse vehicle. Such a statement will need to be provided in a suitable CPMP.**

The applicant has submitted an aerial screenshot indicating the location within the site where refuse vehicles currently collect refuse/recycling from and turn. It is understood that this arrangement will continue.

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. -----.

### **ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the near side edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the near side edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

### **ZJ08 ACCESS SURFACE (10 metres)**

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

### **NONSTD NO GATES WITHIN 12 METRES**

033R There shall be no gates or other means of enclosure across the vehicular access point within 12 metres of the highway boundary.

### **ZJ46 NO PRIVATE SURFACE WATER RUN OFF**

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

### **NONSTD SUBMISSION OF FURTHER DETAILS (ACCESS)**

026R No part of the development shall commence until a scheme detailing the  
E06N construction of the following has been submitted to and approved in writing by the  
E07N Local Planning Authority: ***delete as appt \****

- 1) *Detailed layout, design, drainage and construction of the proposed new access / footway*

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

### **NONSTD CAR PARKING MANAGEMENT PLAN**

026R No development shall take place until a Car Parking Management Plan (CPMP) has been submitted to and approved in writing by the local Planning Authority. The CPMP shall include (but not limited to) details limiting the vehicles accessing the new entrance to the 33 cars which will park in the spaces marked in green on the submitted plan plus permitted access to a refuse vehicle. Any other vehicles utilising other car parks within the site will not be permitted to access the site via

the new entrance.

The proposed electric gates at the access shall be managed appropriately to ensure that no vehicles entering the site off Abenbury Way back up onto the adjoining highway.

## **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](mailto: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 asked 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 from 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.*

A handwritten signature in black ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' in a cursive script.

On behalf of Chief Officer, Environment & Technical