

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0663 Res(3)	Your Ref:	P/2023/0663
Date:	28/06/2024		

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 27/06/2024 and revised layout plan (Drg. No. 1008/003 Rev C & 1008/001 Rev D) 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. The submitted layout plan (Drg. No. 1008/003 Rev C) only indicates the provision of a **2.4 x 97m splay in the northerly direction which is inadequate**. The full extent of the splay has not been indicated in this direction on the submitted plan. **This detail needs to be indicated on a revised layout plan.** A visibility splays of 2.4 x 121m in the southerly direction has been indicated on the revised plan which is acceptable.

Any proposed access in this location would need to provide adequate forward visibility for vehicles approaching from the north to vehicles turning into the site. This would require a stopping sight distance (SSD) of 120m. The full extent of the splay has not been indicated on the submitted plan. **This detail needs to be indicated on a revised layout plan.**

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 4.8m wide with 6m kerb radii which would be considered acceptable for cars / occasional refuse vehicle as proposed.

I would recommend that any gates are setback a minimum distance of 10m behind the adjoining highway or greater depending on the size / length of refuse vehicle proposed to service the site. The proposed sliding gates indicated on the submitted layout plan are only setback a distance of

10m behind the edge of carriageway (not back of adopted footway) which is unacceptable and has the potential for a refuse vehicle to encroach on the adjoining carriageway whilst the gates are opening which would be unacceptable. **This detail needs to be amended on a revised layout plan.**

I would recommend that any proposed access is 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.

After further consideration, 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. Appropriate drainage ie/ gullies or Aco drain will be required to intercept any private surface water run off. **I would recommend the applicant provides a revised layout plan indicating the above arrangement including details of the location of existing gullies along this section of Abenbury Way on a revised layout plan.** Existing gullies may need re-locating depending on their location and additional gullies may also be required to drain the new access. 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.

I understand 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, I understand 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.

I understand 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.

Given the lack of adequate visibility from the proposed access in the northerly direction onto Abenbury Way it would be difficult to support the application.

Parking / Turning Provision

I understand that the anticipated vehicle movements through the new access would be around 40 cars. However, it is not clear what the existing / proposed parking and turning arrangements are at the site. **I would recommend that a suitably scaled plan is provided indicating the layout of the car park (number of parking spaces) that would be served by the new access. If 5-6 spaces are being lost as a result of the proposed access then I would recommend that these spaces are replaced at the site and indicated on a revised layout plan.**

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

In conclusion, given the lack of information and adequate visibility from the proposed access in the northerly direction onto Abenbury Way it would be difficult to support the application.

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 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.



Chief Officer, Environment & Technical