

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0663 Res(8)	Your Ref:	P/2023/0663
Date:	24/03/2025		

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 previously recommended that any consent included 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 purpose of providing a blanket 30mph speed limit across the whole industrial estate is to deliver a more consistent approach / variation to the prevailing speed limit in line with the WCBC Traffic Section requirements as opposed to a piecemeal approach if only a short section of Abenbury Way was modified. The reduction of the prevailing speed limit to 30mph as a blanket order would also promote highway / pedestrian safety in line with Active Travel Guidance.

It is the LHA's understanding that the WCBC Planning Department have advised that they cannot justify requesting the required s.106 payment in relation to CIL for such a proposal given the relatively small scale of development being proposed. This is despite the applicant being more than happy to fully fund the requested change.

As an alternative option, the LHA have suggested to the applicant that the proposed access operates as an "in only" off Abenbury Way with vehicles exiting at the rear of the site onto Ash Road North. This option could be supported without the need for a change in speed limit as the visibility splays would not be required with this arrangement. Unfortunately, the applicant did not wish to take up this option.

Therefore, in this instance, the LHA is unable to support the proposed development based on the shortfall of visibility from the required standard provided from the proposed access in the northerly direction.

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.

Conclusion

In its current form, the LHA is unable to support the proposed development based on the shortfall of visibility from the required standard provided from the proposed access in the northerly direction.

A handwritten signature in black ink, appearing to read 'P. Palmer', is centered on a light yellow rectangular background.

On behalf of Chief Officer, Environment & Technical