

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/MM/P/2023/0482 Rev A	Your Ref:	P/2023/0482
Date:	19 th Oct 2023		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU CYFLEUSTER GWEITHFYNHYRCHU A MAES PARCIO A GWAITH TIRLUNIO CYSYLLTIEDIG/CONSTRUCTION OF MANUFACTURING FACILITY AND ASSOCIATED CAR PARKING AND LANDSCAPING.

LAND AT ASH ROAD NORTH WREXHAM INDUSTRIAL ESTATE WREXHAM Grid Ref: E 337523.83 N 350002.82

I refer to your consultation / email dated 11/08/2023 in respect of the above and subsequent highways consultation response dated 21st September 2023 (MM Memo), and Axis latest emailed response 13th October 2023 attached, along with the amended Transport statement3402-01-TS01b.

The proposed development is not being applied for as an unfettered industrial or warehousing scheme that would otherwise generate a lot of traffic. It would operate at a much lower intensity, and would feature a bespoke facility within which the processing and packing of high-grade, high value pharmaceutical products would take place.

The facility will be staffed by up to around 48 people, but with up to around 24 people on site at any one time. Around 25% of the workforce would be drawn from the existing Ipsen staff who are already traveling to and parking at the site, and staff shift changeovers will be staggered, by role, so that the traffic generation of the scheme would be spread more evenly throughout the day compared to might otherwise be the case for an unfettered employment use, where shift patterns are generally more fixed. The number of movements that will occur in any single hour is not forecast to exceed the threshold at which a detailed capacity assessment would be needed.

HGV movements into and out the site will be very low, typically comprising no more than 4 HGV movements (two-way) per day, but on most days less than this, and 2 of these movements would be between the application site and the existing Ipsen complex on the other side of Ash Road North.

Having regard with the above, the development would not have an adverse impact on the local highway network.

The submitted swept path analysis indicates that there is insufficient width at the site access to allow HGV's pass in opposite directions through the site entrance. However the number of HGV movements is very low, and visibility along the road is good, so the risk of this occurring is

extremely low. Given the low level of HGV traffic, the access would not give rise to highway safety concerns in this instance.

The applicants currently have 264 parking spaces for staff/visits. There would be a net gain of 24 spaces as a result of the development, with 264 being available to serve the applicant's existing site on the opposite side of Ash Road North and 24 spaces to serve the development.

The proposed site layout plan has been revised to include an additional 24 overflow parking spaces (making 288 in overall total), which have been added in the south-eastern corner of the overall site. This is shown on the revised site layout plan (drawing number 2227 IED LMA XX XX DR A 9516 Rev P6)

The proposed 24 spaces would be significantly below the maximum parking provision set out in LPGN16. However the development would employ 48 people working in shifts. The proposed parking provision is therefore considered adequate for the likely demand.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical