

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2024/0205	Your Ref:	P/2024/0205
Date:	13 th June 2024		

TOWN AND COUNTRY PLANNING ACT 1990

GOSOD IS-ORSAF A FFENSYS CYSYLLTIEDIG / INSTALLATION OF PRIMARY SUBSTATION AND ASSOCIATED FENCING

BUILDING 7 IPSEN BIOPHARM LTD ASH ROAD NORTH WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 337565.41 N 350131.74

I refer to your consultation / email dated 08/04/2024 in respect of the above.

This application for a substation on the East site of Ipsen's development has been appraised considering LM drawing 2227/IED/LMA/SB/XX/DR/A/2000 Rev P1 and Revision A of the LM Parking Loss Mitigation Statement received 13th June 2024.

Access:

The existing access recently appraised for a separate application off Ash Rd North is considered acceptable for this proposal

Parking

Adequate parking space for the engineers within the Substation compound is available on a concrete hardstanding circa 28m by 7m.

It is noted that there is a loss of 19 car park spaces for the existing Ipsen business at this location, which operates outside the red line boundary of this application. The applicant has provided the following information to demonstrate that this loss can be accommodated comfortably within existing car parking facilities within Ipsen's boundaries on both sides of Ash Road North:

1. Re-opening currently fallow parking spaces within areas B1 and B2 highlighted in the above statement. This will provide an additional 73 spaces that have not been in use by staff over recent years.
2. It is noted that there are 468 full and part time staff in total. There is little to no chance of all staff to have driven independently to work at any one time. Furthermore, as advised in the above statement, Rev A, the staff are encouraged to work from home for 2 days per week, which has the potential to reduce the 468nr staff in a day by up to 40%, leaving 60% in work and equating to just 281nr, comfortably below the 432nr car parking spaces available.
3. Whilst not all staff may take advantage of, or be eligible for, the home working option, there is also a percentage of staff working nightshifts, further reducing the peak number of vehicles throughout the day.

We have made no allowance for staff vehicle sharing, cycling, or using public transport which would further reduce numbers, and we note that the LPGN16e parking standards refer to maximum number of spaces.

Consequently, whilst it is an unusual situation when this application impacts upon potentially two neighbouring sites, given the supporting mitigation report provided, we have no concerns over the loss of parking.

On site detailing observations:

I do have the following observations only regarding the entrance arrangement to the substation compound as drawn:

1. The compound gates are shown opening out with potential to obstruct the pedestrian access, and push pedestrians into the site access road. Should they be rotated, or set back into the compound?
2. The onsite pedestrian footpath should be clearly marked up with roadmarkings/hatching and signage.
3. There is little space for larger vehicles entering the compound to turn within, so they may be forced to reverse in or out over the pedestrian access into the site road. We appreciate the frequency of visits may be low, and that the fencing proposed is an open mesh, therefore visibility through exists. However, the applicant may wish to consider adjustments

As this is off the public highway, these comments are observations offered for the safety of Ipsen staff and visitors and in advance of any construction issue drawings being issued. It would only become an issue to the highway authority should site traffic back up onto the highway.

Should this application be successful:

- a. We request the applicant confirms or demonstrates that the contractors will have enough space and access available throughout the construction/engineering works to avoid overspill parking onto the highway or obstruction of the entrance at anytime.
- b. We request the applicant coordinates with our highway roadworks team, particularly if there are any below ground cabling works within the highway. We enclose our Standard Advisory Note below for the applicant's information when coordinating any highway works.



Chief Officer, Environment & Technical

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 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.