MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0842	**Your Ref:**	P/2025/0842
Date:	12/01/2026		

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, LL13 9UF

I refer to your consultation / email dated 14/11/2025 in respect of the above.

General

The proposed development comprises the construction of a new access onto Abenbury Way to serve a 33 space car park.

Access

The proposed development site is located on Abenbury Way which is an unclassified road subject to a 30mph speed limit.

Based on speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43 in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The submitted site plan (Drg. No. 1008/003 Rev F) indicates the above splays which is considered acceptable.

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 submitted layout plans.

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

Access / Footway Gradient

An access of this nature would typically require a maximum gradient of 1:24 for the first 10m then a maximum of 1:12 thereafter. The submitted plans indicate an access gradient of 1:24 for the first 5m then a maximum of 1:10 thereafter. **The LHA recommend that this detail is amended on revised layout plans.**

Details of the proposed longitudinal gradient and cross fall (cross sections) of the proposed access and footway will be required. **The LHA recommends this detail is indicated on a revised layout plan.**

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. Appropriate measures to control who parks in this car park and uses the new access will be required eg/ use of lockable bollards & appropriate signage and included in any CPMP. Details of how the sliding gates will be operated / left open when staff / visitors are arriving / departing will need to be included in any CPMP to ensure there is no backing up of vehicles on the adjoining highway.**

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.

Access & Footway Make-Up Plan (Drg. No. 1008/004)

In terms of the submitted construction details, the LHA comment as follows:-

Standard Kerbing Details

The LHA recommend the footway edge kerbing is deleted and replaced with flat top edging kerbing as per WCBC Standard Details.

Carriageway / Access Road Construction

The proposed construction details will need to comply with the following:-

Permitted Asphaltic Materials Asphaltic materials shall comply with the 700 and 900 Series of the Specification for Highway Works:-

Surface Course

Thin Surface Course Systems shall comply with Clause 942 of the Specification. Proprietary thin wearing course systems shall have a British Board of Agrément HAPAS Roads and Bridges Certificate appropriate for the site classification and the level of traffic in commercial vehicles/lane/day to be carried. Details of BBA HAPAS Certification can be obtained from the British Board of Agrément web site. A Thin Wearing Course system with a current BBA HAPAS Roads and Bridges Certificate shall only be laid by a Contractor approved by the System Proprietor. Installation and quality control procedures shall comply with the requirements of Clause 942 of the Specification and when issued, with the requirements of the BBA HAPAS Certificate. Thin wearing course systems are proprietary products and as such their design, manufacture, transportation, laying and compaction are the responsibility of the Contractor. The thinner the surfacing, the more important the role of the bond or tack coat in the performance of the system. The type and rate of spread of the bond or tack coat for each type of substrate on which each system can be laid should be specified in the BBA HAPAS Certificate or method statement for the system. Emulsion bond or tack coats sprayed as a separate operation ahead of the paver should be fully broken prior to surfacing.

Note: The contractor will need to agree the exact surface course specification with our Contracts & Engineering Manager – Keith Edwards (keith.edwards@wrexham.gov.uk) prior to laying. **A note stating this shall be included on any revised layout plan.**

Binder Course

Binder materials as set out in Table 4 shall be as follows: DBM50 - Dense Binder Asphalt Concrete (Recipe Mixture) shall comply with Clause 906 of the Specification. The mixture designation shall be AC 20 dense bin 40/60 rec in accordance with BS EN 13108-17 .

Base Course

Base materials as set out in Table 4 shall be as follows: DBM50 - Dense Base Asphalt Concrete (Recipe Mixture) shall comply with Clause 906 of the Specification. The mixture designation shall be AC 32 dense base 40/60 rec in accordance with BS EN 13108-1.

The LHA recommend that the applicant provides the above detail on a revised layout plan.

Access / Carriageway Tie in Details

Appropriate tie in details will need to be submitted for further approval. No details have been submitted. **The LHA recommend that the applicant provides this detail on a revised layout plan.**

Tactile Details

Appropriate tactile paving details will need to be submitted for further approval. Tactile paviors shall be buff coloured concrete 400 x 400mm units laid out 2 whole units wide by 2 whole units deep. **The LHA recommend that the applicant provides this detail on a revised layout plan.**

Notes

Could you please include the following notes on a revised layout plan:-

- All construction works / foundation design / materials testing shall be carried out in accordance with WCBC Residential Roads & Footpaths – Appendix D Minimum Construction Specification (copy attached). All test results / certificates shall be submitted to the WCBC Contracts & Engineering Manager for further review / approval.

- Road markings shall comply with The Traffic Signs Regulations & General Directions 2016 and Traffic Signs Manual (Chapter 5) Road Markings 2018.
- The contractor will need to agree the exact surface course specification with our Contracts & Engineering Manager – Keith Edwards (keith.edwards@wrexham.gov.uk) prior to laying.

In order to enter into a s.38 / 278 agreement with the Council, the applicant will need to submit a separate application including appropriate details once planning consent is granted for this application.

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 C) 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 as indicated above.

The applicant has previously 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.

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommend any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Conclusion

In conclusion, the LHA request the following information:-

- Access / Footway Gradient

  An access of this nature would typically require a maximum gradient of 1:24 for the first 10m then a maximum of 1:12 thereafter. The submitted plans indicate an access gradient of 1:24 for the first 5m then a maximum of 1:10 thereafter. **The LHA recommend that this detail is amended on revised layout plans.**

  Details of the proposed longitudinal gradient and cross fall (cross sections) of the proposed access and footway will be required. **The LHA recommends this detail is indicated on a revised layout plan.**

- **Access & Footway Make-Up Plan (Drg. No. 1008/004)**

  In terms of the submitted construction details, the LHA comment as follows:-

  Standard Kerbing Details

  The LHA recommend the footway edge kerbing is deleted and replaced with flat top edging kerbing as per WCBC Standard Details.

  Carriageway Way / Access Road Construction

  The proposed construction details will need to comply with the following:-

  Permitted Asphaltic Materials Asphaltic materials shall comply with the 700 and 900 Series of the Specification for Highway Works:-

  Surface Course

  Thin Surface Course Systems shall comply with Clause 942 of the Specification. Proprietary thin wearing course systems shall have a British Board of Agrément HAPAS Roads and Bridges Certificate appropriate for the site classification and the level of traffic in commercial vehicles/lane/day to be carried. Details of BBA HAPAS Certification can be obtained from the British Board of Agrément web site. A Thin Wearing Course system with a current BBA HAPAS Roads and Bridges Certificate shall only be laid by a Contractor approved by the System Proprietor. Installation and quality control procedures shall comply with the requirements of Clause 942 of the Specification and when issued, with the requirements of the BBA HAPAS Certificate. Thin wearing course systems are proprietary products and as such their design, manufacture, transportation, laying and compaction are the responsibility of the Contractor. The thinner the surfacing, the more important the role of the bond or tack coat in the performance of the system. The type and rate of spread of the bond or tack coat for each type of substrate on which each system can be laid should be specified in the BBA HAPAS Certificate or method statement for the system. Emulsion bond or tack coats sprayed as a separate operation ahead of the paver should be fully broken prior to surfacing.

  Note: The contractor will need to agree the exact surface course specification with our Contracts & Engineering Manager – Keith Edwards (keith.edwards@wrexham.gov.uk) prior to laying. **A note stating this shall be included on any revised layout plan.**

Binder Course

Binder materials as set out in Table 4 shall be as follows: DBM50 - Dense Binder Asphalt Concrete (Recipe Mixture) shall comply with Clause 906 of the Specification. The mixture designation shall be AC 20 dense bin 40/60 rec in accordance with BS EN 13108-17 .

Base Course

Base materials as set out in Table 4 shall be as follows: DBM50 - Dense Base Asphalt Concrete (Recipe Mixture) shall comply with Clause 906 of the Specification. The mixture designation shall be AC 32 dense base 40/60 rec in accordance with BS EN 13108-1.

The LHA recommend that the applicant provides the above detail / material descriptions on a revised layout plan.

Access / Carriageway Tie in Details

Appropriate tie in details will need to be submitted for further approval. No details have been submitted. **The LHA recommend that the applicant provides this detail on a revised layout plan.**

Tactile Details

Appropriate tactile paving details will need to be submitted for further approval. Tactile paviors shall be buff coloured concrete 400 x 400mm units laid out 2 whole units wide by 2 whole units deep. **The LHA recommend that the applicant provides this detail on a revised layout plan.**

Notes

Could you please include the following notes on a revised layout plan:-

- All construction works / foundation design / materials testing shall be carried out in accordance with WCBC Residential Roads & Footpaths – Appendix D Minimum Construction Specification (copy attached). All test results / certificates shall be submitted to the WCBC Contracts & Engineering Manager for further review / approval.

- Road markings shall comply with The Traffic Signs Regulations & General Directions 2016 and Traffic Signs Manual (Chapter 5) Road Markings 2018.
- The contractor will need to agree the exact surface course specification with our Contracts & Engineering Manager – Keith Edwards (keith.edwards@wrexham.gov.uk) prior to laying.

Supplementary Notes

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

KW Edwards

Contracts & Engineering Manager
On behalf of 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 / 171 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.