MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenny Perkins
Our Ref:	ET/DC/DB/P/2026/0172	**Your Ref:**	P/2026/0172
Date:	20/05/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: MYNEDFA NEWYDD ARFAETHEDIG AR GYFER TRAFFIG CERBYDAU NWYDDAU TRWM / PROPOSED NEW ACCESS FOR HGV TRAFFIC
LOCATION: BUILDING 7, IPSEN BIOPHARM LTD, ASH ROAD NORTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9UF

The LHA refer to your consultation / email dated 1/04/2026 in respect of the above and reviewed the following information submitted in arriving at this response:

- Lovelock Mitchell Design Note.
- Location Plan
- Axis Highway Technical Note dated 12 March 2026

Introduction
The new access is required for the New Drugs Product separating HGV's from car traffic. The application refers to a limited delivery of two tankers per week.

Should this change once constructed, it would be difficult for the LHA/LPA to be able to monitor and challenge, therefore any usage change should be secured by condition.

Access
The access is noted as being 4.5m wide.
Swept paths are provided showing the ability of HGV's to access and egress to and from the south only. Visibility splays of 2.4m x 90 are provided on the drawing within the Technical Note, considerably in excess of the 2.4m x 43m required for what is now a 30mph highway.
From discussion with the applicant, it is noted that the asymmetric design, is designed to ensure access and egress is to and from the south only.

To enable the proposal to be concluded, the LHA requests the following amendments:

- The LHA ordinarily requires any gates or barriers to be set back a distance slightly greater than the length of the vehicles proposed to be using this. As the proposal is for occasional use, then there is no requirement to consider queuing off road for multiple vehicles, but the barrier should allow the HGV's to park off road, whilst waiting for the barrier or gate to be opened.
- Provision of No Right turn signs on exit

- Provision of No left turn signs on approach from the north.
- Ordinarily, the LHA would request an access width adequate to allow HGV's to pass in opposite directions. In this instance, given the defined/committed low volumes of 2nr deliveries per week, the LHA are prepared to accept this access width, subject to the commitment and explanation in the Highways Technical Note (Item 3.3). Should the LPA wish to strengthen the commitment in perpetuity, should Ipsen sell the building on, a suitably worded condition, as referred to in Item 3.4 of the HTN could be applied, as follows: *"The access hereby approved shall be used for HGV servicing movements only and HGV movements shall not exceed 6 round trips (3 movements in, 3 movements out) in any weekly period, unless otherwise agreed in writing in advance with WCBC"*
- Demonstration that a HGV can turn within the site should be added to the Highways Technical Note, to avoid the risk of any vehicle needing to reverse onto the highway.
- The submission proposes the relocation of a single streetlight. This will require the approval of the LHA's streetlighting engineer, Mr Paul Rogers prior to commencement of the works to ensure the required lumen levels are not compromised between lights. This could be agreed during a Section 278 or Section 184 agreement via the Highways Act 1980.

Supplementary Notes

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

KWEdwards

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.