MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenny Perkins
Our Ref:	ET/DC/DB/P/2026/0172 Response 2	**Your Ref:**	P/2026/0172
Date:	08/07/2026		

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 and amended plan received 9 June 2026 in respect of the above.

The submitted proposals demonstrate off road parking whilst gates are opened, swept path analysis and turning within the site to the satisfaction of the LHA.

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 path analysis has been submitted demonstrating that HGVs are capable of accessing and egressing the site to and from the south only. The Technical Note also demonstrates that visibility splays of 2.4m x 90m can be achieved at the proposed access, significantly exceeding the 2.4m x 43m visibility standard required for a 30mph highway.
The applicant has confirmed that the proposed asymmetric access arrangement has been specifically designed to facilitate vehicular access and egress to and from the south only. Accordingly, the Local Highway Authority's support for the proposed asymmetric access is conditional upon the stopping up of Ash Road North to the north of the site being fully implemented. Should the applicant seek to construct the access prior to the stopping up order taking effect, the Local Highway Authority would not support the proposed asymmetric arrangement. In such circumstances, only a conventional symmetrical access arrangement would be considered acceptable.
The Local Planning Authority is therefore requested to secure, by planning condition, that the asymmetric access arrangement shall not be brought into use until the stopping up order has been fully implemented. **Alternatively, should the access be delivered in advance of the stopping up order, a revised symmetrical access arrangement shall first be submitted to and**

approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority.

The proposed stopping up order has been submitted by Ipsen to the Local Highway Authority and has been agreed in principle, subject to the completion of the statutory procedures required under the Highways Act 1980. Once confirmed and implemented, this section of Ash Road North will become a cul-de-sac, with access available only from Abenbury Way to the south. It enables free flow of pedestrian traffic between the Ipsen site located either side of Ash Rd North

The LHA would recommend signage preventing unauthorized entry to visitors unfamiliar with the site, guiding them to the main site entrance to avoid confusion and potentially having to reverse out.

Given the low volume of vehicles as noted above, the LHA accept there is no requirement for vehicles to pass within the proposed entrance in this instance.

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"*
The submission proposes the relocation of a single streetlight. This will require the approval of the LHA's streetlighting engineer, Mr Paul Rogers via email paul.rogers@wrexham.gov.uk prior to commencement of the works to ensure the required lumen levels are not compromised between lights.

Implementing this work if approved could be agreed via a Section 184 agreement via the Highways Act 1980. Guidance with contact details are noted in the Appendix guidance notes below.

Conclusion:

Should the LPA be willing to support this proposal, referring to the amended submittals, the LHA have no concerns subject to:

1. Provision of a Condition supporting the asymmetric design if the proposed stopping up order to the north of the access is fully implemented and in place prior to the construction of the access. Should it not be in place, a symmetrical design, facilitating access from both sides of the road would be supported by the LHA.
2. Inclusion of a Condition as noted in Item 3.4 of the HTN, and as noted above
3. The applicant should liaise with the LHA Highway roadworks to agree the implementation and apply for a Section 184 to construct the works. Contact details are as noted in the Appendix below.
4. The applicant should liaise directly with Paul Rogers on paul.rogers@wrexham.gov.uk to arrange the street light relocation. (A new pole would be required in tubular galvanized steel)

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.