MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/AC/P/2026/0487	**Your Ref:**	P/2026/0487
Date:	09/10/2026		

TOWN AND COUNTRY PLANNING ACT 1990

FORMATION OF LANDSCAPED AND PEDESTRIANISED AREA WITH ASSOCIATED WORKS / Creu Ardal Wedi'i Thirlunio A'i Gwneud Yn Ardal I Gerddwyr, Ynghyd Â Gweithiau Cysylltiedig

BUILDING 7, IPSEN BIOPHARM LTD, ASH ROAD NORTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9UF

I refer to your consultation / email in respect of the above.

Scheme Overview
The applicant has submitted two related planning applications associated with the ongoing development of the Ipsen BioPharm Ltd campus at Wrexham Industrial Estate. These comprise:

- The construction of a seven-storey split-deck Multi-Storey Car Park (MSCP) providing 402 parking spaces on land to the east of Ash Road North; and
- The stopping-up of an approximately 90m section of Ash Road North located between the eastern and western elements of the Ipsen campus.

The proposed MSCP would be accessed via a new priority-controlled access junction from Ash Road South and would form part of a wider parking strategy intended to consolidate existing staff parking provision associated with the wider Ipsen campus. The Transport Assessment states that the proposal would provide a total of 565 parking spaces on the eastern side of the site and approximately 711 spaces across the wider Ipsen campus.

The stopping-up proposal seeks to remove a section of public highway between the eastern and western campus areas. The applicant states that the purpose of the stopping-up is to improve pedestrian connectivity, remove severance between the two parts of the site, improve site cohesion and rationalise internal circulation arrangements across the wider campus.

Whilst the MSCP and stopping-up proposals have been submitted as separate planning applications and will be determined on their individual merits, the Local Highway Authority (LHA) considers the proposals to be intrinsically linked from both a transport and operational perspective. The submitted Transport Assessment has therefore appropriately considered the individual and cumulative impacts of the two schemes. Accordingly, this consultation response has had regard to both applications and their interaction with one another, whilst identifying application-specific requirements where relevant.

The submitted Transport Assessment considers the transport implications of the proposal both individually and cumulatively, assessing the following scenarios:

- Scenario 1 – MSCP only
- Scenario 2 – MSCP and stopping-up of Ash Road North
- Scenario 3 – Stopping-up of Ash Road North only

The applicant's overarching position is that the proposals do not generate significant new vehicular trips but instead result in the reassignment and redistribution of existing traffic associated with the operation of the wider Ipsen campus and surrounding highway network.

Overview of Highway Network
The application site is located within the Wrexham Industrial Estate. The surrounding highway network is industrial in nature serving a range of employment, manufacturing, distribution and commercial uses. Vehicular access to the wider industrial estate is provided via a network of distributor and local access roads including Ash Road North, Ash Road South, Abenbury Way, Industrial Estate Road and Bryn Lane.

The transport assessment identifies a number of junctions for detailed consideration. These are shown in the table below :

Ref	Junction Description
A	Ash Road North / Unnamed Road
B	Unnamed Road / Abenbury Way
C	Ash Road North / Abenbury Way
D	Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout
E	Ipsen Despatch Goods Out
F	Ipsen Gate 1
G	Ash Road North / Ash Road South
H	Building 7 Access
I	Ipsen Gate 3
J	Proposed MSCP Access

The key junctions affected by the proposals are considered to be Junction G (Ash Road North / Ash Road South), Junctions B and C (Ash Road North / Abenbury Way), Junction D (Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout) and the proposed MSCP access. These junctions form the principal routes through which reassigned traffic would be redistributed under the stopping-up scenarios which are discussed later in this response.

Ash Road North
Ash Road North forms one of the principal estate roads within the industrial estate, connecting North Road in the south-west with the Abenbury Way / Bryn Lane / Industrial Estate Road roundabout in the north-east. Within the vicinity of the application site the road comprises a two-way single carriageway approximately 7.5m in width with footways on both sides of the highway. The road is subject to a 30mph speed limit and benefits from a system of street lighting.

The section of Ash Road North proposed to be stopped up lies between the eastern and western elements of the Ipsen campus and currently functions as part of the publicly adopted highway network, accommodating general industrial estate traffic, staff traffic and public transport services.

Ash Road South
Ash Road South is a two-way industrial estate road extending east-west between its junction with Ash Road North and industrial estate roads to the east. The carriageway width is approximately 7.3m and the road is currently subject to a 30mph speed restriction. Footway provision is available on parts of the northern side of the carriageway, although footway provision is more limited on the southern side in the vicinity of the site.

The proposed MSCP access would be formed from Ash Road South and therefore the operational characteristics of this road are of particular relevance to the assessment.

Automatic Traffic Counts (ATCs) were undertaken on Ash Road South between 15 April 2026 and 21 April 2026 to establish existing traffic speeds in the vicinity of the proposed access. The observed 85th percentile speeds recorded were:

- Eastbound – 34.8mph
- Westbound – 37.8mph

Abenbury Way and Industrial Estate Road

Abenbury Way and Industrial Estate Road perform an important distributor function within the industrial estate and provide connections between the various employment areas and strategic routes serving the wider estate. The submitted assessment indicates that these routes would accommodate a significant proportion of reassigned traffic associated with the stopping-up of Ash Road North. In particular, traffic currently passing through the stopped-up section of Ash Road North is forecast to reroute via the Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road roundabout.

Public Transport

The assessment identifies that Arriva Service 41 currently operates through the industrial estate using Ash Road North. The proposed stopping-up would necessitate a diversion of the existing bus route and the relocation of existing bus stops. The applicant proposes that the diverted route would operate via Ash Road South and adjacent estate roads, maintaining access to the industrial estate whilst avoiding the stopped-up section of highway.

Initial Highway Context

From a highway perspective, the proposals affect a network of established industrial estate roads operating within a 30mph environment. Whilst the proposed MSCP access is concentrated on Ash Road South, the stopping-up proposal has implications for the wider operation of the highway network, particularly at the Ash Road North / Abenbury Way junctions and the Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road roundabout where reassigned traffic is forecast to concentrate. These locations therefore form the primary focus of the subsequent traffic impact assessment.

Access Strategy

The proposed MSCP would be accessed via a new priority-controlled junction on Ash Road South. The applicant has assessed the visibility requirements associated with the proposed access using speed survey data collected on Ash Road South.

The submitted speed surveys recorded 85th percentile vehicle speeds of 34.8mph eastbound and 37.8mph westbound. It should be noted that the surveys were undertaken shortly after the speed limit on Ash Road South was reduced from 40mph to 30mph and therefore represent traffic conditions observed during this transitional period.

The submitted access drawing demonstrates visibility splays of 2.4m x 50.7m to the west and 2.4m x 58m to the east. The LHA notes that these visibility splays have been derived using the applicant's adopted methodology and are less than those which would be required if assessed strictly against the recorded survey speeds in accordance with TAN 18. The applicant has not demonstrated that visibility splays commensurate with the recorded westbound 85th percentile speed of 37.8mph can be achieved in accordance with TAN 18.

Notwithstanding the above, the LHA acknowledges that the speed survey was undertaken shortly after the implementation of the revised 30mph speed limit and therefore during a period in which driver behaviour may not yet have fully adjusted to the lower speed environment. On this basis, and given the recent introduction of the reduced speed limit, the LHA is satisfied that the proposed visibility splays may be accepted in principle.

However, the proposed development would introduce a new access serving a 402-space multi-storey car park and would result in a significant concentration of vehicle movements at this location. In accordance with the principles of TAN 18, the LHA considers it necessary to ensure that vehicle speeds in the vicinity of the proposed access are consistent with the design assumptions adopted within the submitted assessment.

Accordingly, the applicant should provide details of a speed management scheme to encourage compliance with the 30mph speed limit on Ash Road South in the vicinity of the proposed access. The submission should demonstrate how vehicle speeds will be reduced and managed, together with details of the proposed measures and evidence of their anticipated effectiveness.

Subject to the submission and implementation of an acceptable speed management scheme, the LHA raises no objection in principle to the proposed access arrangement.

Parking Provision and Site Layout
The proposed development comprises a seven-storey split-deck multi-storey car park providing 402 parking spaces. The proposal forms part of a wider parking strategy for the Ipsen campus, with the applicant setting out the justification for the proposed level of parking provision within Section 4.2 of the Transport Assessment.

The proposed MSCP would be accessed from Ash Road South and would become the principal parking facility serving the eastern campus. The submitted Transport Assessment states that the development would consolidate existing parking demand currently distributed across a number of accesses including Ipsen Gate 1, Building 7 Access and Ipsen Gate 3. As such, the proposal primarily seeks to rationalise existing parking arrangements rather than create a substantial increase in parking demand.

Site Layout
The submitted drawings indicate that vehicle circulation is provided via a series of internal ramps serving the various parking levels. The layout incorporates standard parking spaces, accessible parking provision, electric vehicle charging facilities, motorcycle parking and associated pedestrian routes.

The LHA is satisfied that, in principle, the proposed layout provides sufficient space for internal vehicle circulation and manoeuvring.

Vehicle Tracking
Swept path drawings have been submitted demonstrating vehicle access to and from the development.

The submitted tracking indicates that vehicles can enter and exit the site safely and manoeuvre within the proposed layout without encroaching onto opposing traffic lanes or conflicting with fixed infrastructure.

The LHA is satisfied that the submitted tracking demonstrates that the proposed access can accommodate the design vehicle identified by the applicant**.**

Pedestrian Environment
The submitted layout includes pedestrian routes between the MSCP and the wider Ipsen campus. The LHA notes that pedestrian movements will occur between the proposed MSCP, surrounding parking areas and the existing site buildings.

The submitted information demonstrates that pedestrian access can be provided throughout the development and the LHA raises no fundamental concerns regarding the proposed internal pedestrian arrangements.

Any assessment of wider pedestrian connectivity benefits associated with the stopping-up of Ash Road North should be considered as part of the separate stopping-up application.

Highway Authority Position
The LHA is satisfied that the proposed parking provision has been considered within the submitted Transport Assessment and that, in principle, the proposed MSCP layout appears capable of operating safely from a highway perspective.

Swept path information has been provided demonstrating that vehicles can safely enter, exit and manoeuvre within the site and no significant concerns are raised regarding the internal layout or parking arrangement.

Subject to the access arrangements, vehicle speed environment and wider traffic impacts discussed elsewhere in this response, no highway concerns are raised in relation to the parking provision, servicing arrangements or internal layout of the proposed MSCP.

Traffic Impact Assessment
The applicant has undertaken a series of junction turning count surveys and applied a traffic reassignment methodology to assess the implications of the proposed development. The assessment is based on the principle that the proposals do not generate significant new vehicular trips but instead redistribute existing traffic associated with the operation of the wider Ipsen campus and surrounding highway network. The LHA agrees with the applicant's conclusion that the proposals are not anticipated to generate a material increase in vehicle trips and instead principally result in the redistribution of existing traffic associated with the Ipsen campus.

The following junctions have been included within the assessment:

Ref	Junction Description
A	Ash Road North / Unnamed Road
B	Unnamed Road / Abenbury Way
C	Ash Road North / Abenbury Way
D	Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout
E	Ipsen Despatch Goods Out
F	Ipsen Gate 1
G	Ash Road North / Ash Road South
H	Building 7 Access
I	Ipsen Gate 3
J	Proposed MSCP Access

The submitted assessment considers three scenarios:

- Scenario 1 – MSCP Only
- Scenario 2 – MSCP and Stopping-Up of Ash Road North
- Scenario 3 – Stopping-Up of Ash Road North Only

The LHA has reviewed the submitted methodology and acknowledges that the reassignment exercise allows the redistribution of traffic to be understood. However, the assessment does not include operational capacity modelling of the junctions most affected by the redistribution of traffic.

Scenario 1 – MSCP Only
Scenario 1 assesses the impact of the proposed MSCP in isolation, with Ash Road North remaining open to vehicular traffic.

Under this scenario, parking-related traffic currently accessing the site via Ipsen Gate 1 (Junction F), Building 7 Access (Junction H) and Ipsen Gate 3 (Junction I) is reassigned to the proposed MSCP access on Ash Road South. The applicant concludes that there would be limited impact on the wider highway network as the proposals principally consolidate existing staff parking movements.

The submitted assessment indicates that existing parking movements are removed from the current Ipsen access points and reassigned to the proposed MSCP access. The results are shown in the table below.

Junction	Forecast Impact
Junction F – Ipsen Gate 1	Reduction in parking-related traffic
Junction H – Building 7 Access	Significant reduction in parking-related traffic
Junction I – Ipsen Gate 3	Reduction in parking-related traffic
Junction J – Proposed MSCP Access	Significant increase in parking-related traffic
Junctions A, B, C and D	Limited change forecast
Junction G	Limited change forecast

The table below shows the estimated vehicles movements in the AM and PM peak hours extracted from Appendix E or the TA.

Arm	AM	PM
Ash Road South (Right Turn In)	188	11
Ash Road South (Left Turn In)	0	0
MSCP Access (Left Turn Out)	12	115
MSCP Access Right Turn Out	0	0

The submitted assessment demonstrates that the principal impact of Scenario 1 is concentrated at the proposed MSCP access with a high level of traffic accessing the site in the AM peak hour and 115 in the PM peak hour.

Whilst the proposals are presented as a reassignment of existing parking demand, the new access would become the principal point of ingress and egress for a significant proportion of staff parking traffic. The LHA notes that no junction capacity assessment or operational modelling has been provided to demonstrate that the proposed priority junction can accommodate the forecast turning movements during peak periods.

Consequently, whilst no significant concerns are raised regarding the wider highway network under Scenario 1, further assessment of the operation of the proposed MSCP access is considered necessary and junction modelling assessments should be undertaken.

Scenario 2 – MSCP and Stopping-Up of Ash Road North

Scenario 2 assesses the combined impact of the proposed MSCP and the stopping-up of Ash Road North and represents the worst-case traffic scenario considered within the Transport Assessment.

This scenario combines:

- Reassignment of parking demand to the proposed MSCP;
- Redistribution of existing through traffic currently using Ash Road North; and
- Redistribution of turning movements that would no longer be possible following the stopping-up of the highway.

The LHA considers this to be the critical assessment scenario.

The submitted assessment removes a number of existing movements from Junction G (Ash Road North / Ash Road South), including:

- Northbound through movements;
- Southbound through movements;
- Northbound right-turn movements onto Ash Road South; and
- Southbound left-turn movements onto Ash Road South.

The applicant then reassigns these trips through alternative routes within the industrial estate, principally via:

- Junction B: (Unnamed Road / Ash Road North);
- Junction C: (Ash Road North / Abenbury Way); and

- Junction D: (Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout).

As with Scenario 1, the LHA requests that junction modelling be undertaken at the MSCP access.

The submitted assessment demonstrates marginal changes in junction movements with the greatest changes in traffic flows generally occurring on the principal routes through the industrial estate.

- Junction A: Abenbury Way / Unnamed Road
- Junction B: Unnamed Road / Ash Road North
- Junction C: Ash Road / Coed Aben Road
- Junction G: Ash Road North / Ash Road South

The LHA has reviewed the reassignment figures and notes that, whilst increases in traffic are identified at Junctions A, B and C, together with changes in turning movements at Junction G, these changes are not considered likely to result in significant operational impacts on the surrounding highway network

Junction D – Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout
The submitted reassignment figures indicate that Junction D experiences the greatest concentration of redistributed traffic within the study area. This junction effectively becomes the principal redistribution point for movements no longer able to travel directly through Ash Road North and therefore represents the most sensitive location within the submitted highway network assessment.

Arm	AM			PM		
	Existing	Proposed	% Increase	Existing	Proposed	% Increase
Industrial Estate Road	1809	1809	0	591	591	0
Bryn Lane	198	198	0	342	342	0
Ash Road North	139	105	-34	666	592	-74
Abenbury Way	220	265	45	471	553	82

The LHA acknowledges that the overall changes in traffic flow across the network are relatively modest when considered at a network-wide level. However, the submitted reassignment exercise identifies changes in the distribution of traffic between individual junction arms and movements. In particular, the reassignment of traffic from Ash Road North results in changes to the balance of traffic flows at Junction D which, as discussed above, is recognised as a sensitive junction and is known to experience periods of operational stress.

The LHA notes that TAN 18 identifies a 5% change in traffic flow as a threshold at which the effects of development traffic may require further consideration. Whilst the overall traffic increase at the roundabout is limited, the submitted reassignment exercise demonstrates material changes in the distribution of traffic between the roundabout arms, particularly between the Ash Road North and Abenbury Way approaches.

Whilst the reassignment exercise demonstrates where traffic is redistributed, no junction capacity assessment or operational modelling has been provided to demonstrate the effect of these changes on the operation of the roundabout. Accordingly, the LHA considers that a junction capacity assessment should be undertaken for Junction D (Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout) in order to demonstrate that the revised traffic distribution can be accommodated without resulting in unacceptable operational impacts. This information is required before the LHA can support the conclusions of the submitted Transport Assessment.

Scenario 3 – Stopping-Up of Ash Road North Only
Scenario 3 assesses the stopping-up proposal without construction of the proposed MSCP.

Under this scenario, the existing Ipsen access arrangements remain unchanged. However, traffic currently travelling through the section of Ash Road North proposed to be stopped up is diverted onto alternative routes within the industrial estate.

The results of Scenario 3 demonstrate that the principal highway impacts arise from the stopping-up proposal rather than the proposed MSCP itself. Similar to Scenario 2, traffic is reassigned away from Ash Road North and redistributed through Junctions B, C and D, with Junction D acting as the principal redistribution point within the local highway network.
The LHA acknowledges that the overall changes in traffic flow across the network are relatively modest when considered at a network-wide level. However, the submitted reassignment exercise identifies changes in the distribution of traffic between individual junction arms and movements. In particular, the reassignment of traffic from Ash Road North results in changes to the balance of traffic flows at Junction D which as stated above is recognised as a sensitive junction and is known to experience periods of operational stress.

Whilst the submitted assessment quantifies the reassigned traffic movements, no junction capacity assessment or operational modelling has been provided to demonstrate the effect of these changes on the operation of the affected junctions. Consequently, the LHA is unable to determine whether the revised distribution of traffic would result in increased queueing, delay or other operational impacts.

Accordingly, consistent with the conclusions reached for Scenario 2, the LHA considers that a junction capacity assessment should be undertaken for Junction D (Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout) to demonstrate that the revised traffic distribution can be accommodated without resulting in unacceptable operational impacts. This information is required before the LHA can support the conclusions of the submitted Transport Assessment.

Traffic Impact Summary
The LHA accepts the applicant's conclusion that the proposals are principally redistributive in nature and are not expected to generate a material increase in vehicle trips. The submitted reassignment exercise clearly demonstrates how existing traffic would be redistributed across the local highway network under each scenario.

In respect of Scenario 1, the principal highway impact relates to the concentration of parking-related traffic at the proposed MSCP access. The LHA therefore requires a junction capacity assessment of the proposed access to demonstrate that it can safely and satisfactorily accommodate the forecast turning movements.

In respect of Scenarios 2 and 3, the LHA accepts that the overall increase in traffic across the wider highway network is relatively modest. However, the stopping-up proposals result in a redistribution of traffic, with Junction D (Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout) becoming the principal redistribution point within the network. Given the sensitivity of this junction and the changes in turning proportions identified within the submitted assessment, the LHA considers that junction capacity modelling should be undertaken to demonstrate that the revised traffic distribution can be accommodated without resulting in unacceptable operational impacts.

Until this information has been provided and assessed, the LHA cannot be satisfied that the submitted Transport Assessment has fully demonstrated the operational impacts of the proposals on the local highway network and therefore cannot support its conclusions.

Summary and Conclusions
Summary
The LHA has reviewed the submitted Transport Assessment and acknowledges that the applicant has undertaken a comprehensive traffic reassignment exercise to assess the impacts of both the proposed MSCP and the stopping-up of Ash Road North. The assessment clearly demonstrates that the proposals are primarily redistributive in nature and are not anticipated to generate a material increase in vehicle trips associated with the wider Ipsen campus.

In respect of the proposed MSCP, the LHA is satisfied that the principle of the proposed parking provision, internal layout and vehicle tracking arrangements are acceptable. The proposed access arrangement is also considered acceptable in principle. Whilst the visibility splays shown are less than those which would be required based on the recorded survey speeds when assessed strictly against TAN 18 standards, it is acknowledged that the speed surveys were undertaken shortly after the reduction in the speed limit on Ash Road South from 40mph to 30mph. Consequently, the LHA is prepared to accept the proposed visibility splays in principle. However, a speed management scheme should be provided to demonstrate how vehicle speeds in the vicinity of the proposed access will be reduced and managed to align with the design assumptions adopted within the submitted assessment.

In respect of traffic impact, the LHA agrees with the applicant's conclusion that the proposals do not generate significant new traffic. However, Scenario 1 results in the concentration of a substantial proportion of existing parking-related traffic at the proposed MSCP access. Given the forecast peak hour turning movements associated with the proposed development, the LHA considers that junction capacity modelling should be undertaken at the proposed MSCP access to demonstrate that it can operate satisfactorily and safely during peak periods.

The LHA also acknowledges that the reassignment of traffic associated with the stopping-up proposal results in relatively modest changes in overall traffic flows when considered across the wider highway network. Nevertheless, the submitted assessment demonstrates material changes in the distribution of traffic between individual junction arms and movements, particularly at Junction D (Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout), which becomes the principal redistribution point within the network. The LHA is aware that this junction is sensitive to changes in traffic demand and turning proportions and already experiences periods of operational stress. Consequently, even modest changes in the balance of movements may result in changes to queueing, delay and overall junction performance.

Whilst the Transport Assessment successfully identifies where traffic is reassigned throughout the network, it does not include any junction capacity assessment or operational modelling of either the proposed MSCP access or Junction D. In the absence of this information, it has not been demonstrated that the revised traffic distribution can be accommodated without resulting in unacceptable operational impacts on the surrounding highway network.

Conclusion

The LHA therefore requests the following additional information:

- A speed management scheme for Ash Road South in the vicinity of the proposed MSCP access.
- Junction capacity modelling of the proposed MSCP access.
- Junction capacity modelling of Junction D (Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road Roundabout).

Until this information has been provided and assessed, the LHA cannot be satisfied that the submitted Transport Assessment has fully demonstrated the operational impacts of the proposals on the local highway network and therefore cannot support the conclusions of the submitted Transport Assessment.

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.

