



Proposed NDP Building, Ipsen Biopharm Ltd

Ash Road North, Wrexham Industrial Estate

Transport Statement

Prepared for



Ipsen

October 2023
3402-01-TS01c



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1.0 INTRODUCTION

1.1 Purpose of This Report

- 1.1.1 This Transport Statement (TS) has been prepared to accompany a planning application on behalf of Ipsen Biopharm Ltd (hereafter referred to as 'the Applicant') for the construction of a New Drug Product (NDP) development building to be located off Ash Road North at the Wrexham Industrial Estate in Wrexham (hereafter referred to as 'the Proposed Development').
- 1.1.2 The purpose of this TS is to inform the Local Planning Authority (LPA) and Local Highway Authority (LHA) of the anticipated highways and transport related matters associated with the Proposed Development. The LPA and LHA in this context is Wrexham County Borough Council (WCBC).

1.2 Pre-Application Advice

- 1.2.1 The Applicant's appointed architect, Lovelock Mitchell, has previously sought WCBC's views on the proposals as part of a formal pre-application submission. The LHA provided a response on 9th March 2023 (included in **Appendix A**).
- 1.2.2 At the time, it was indicated by the Applicant that the Proposed Development would take the form of an unfettered B2 industrial / B8 warehousing use. However, upon further consideration of the Applicant's requirements for the Proposed Development, it is clear that a more specific use is preferable, which would better suit the specialist lower intensity operations that are planned within the building, compared to a generic B2 / B8 use.
- 1.2.3 The Applicant is content that this means that restrictions may need to be imposed on any grant of planning permission for the scheme, and to this end some suggested planning condition wording is set out in section 3 of this TS.
- 1.2.4 Nonetheless, the LHA's response was predicated on the assumption that the Proposed Development would feature an unfettered B2 / B8 use, which would give rise to a significantly higher traffic-generating potential than what is now proposed (again, further details are set out in section 3 of this TS).
- 1.2.5 On that basis, the advice received was to provide a full Transport Assessment (TA).



- 1.2.6 Given that the Proposed Development will actually operate at a much lower intensity in terms of staff and HGV movements, compared to a generic B2 / B8 use operation, a TS has been deemed to be appropriate to accompany the application, as opposed to a full TA.
- 1.2.7 The forecast level of traffic movements are set out in section 3 of this report, however in summary it is concluded that the Proposed Development falls considerably below the threshold requirement for a TA, as set out in TAN18 (paragraph 4 of Annex D), which states:
- “TAs should be secured for developments (including extensions or changes of use) that generate significant levels of movement or are likely to have significant effects on existing patterns of movement.”*
- 1.2.8 In terms of the other salient points arising from the pre-application response, a summary of the comments is provided below:
- i) Active travel, any traffic counts, TRICs data, and collision study areas should be considered and summarised in the submission;
 - ii) Existing conditions, proposed development, modal choice, trip generation and distribution, assessment years and time periods, traffic assignment, parking conditions and future needs should be assessed in the submission;
 - iii) Any proposed site access modifications should be detailed, with swept paths included;
 - iv) Details regarding existing and proposed parking provision on site should be provided;
 - v) Information on anticipated daily HGV movements through the proposed access should be provided; and,
 - vi) A Construction Traffic Management Plan (CTMP) should be submitted / approved prior to commencement of any approved development.
- 1.2.9 This report has therefore been prepared with due consideration of the LHA's pre-app advice, albeit adjusted to reflect the fact that this report is a TS, not a full TA, given the lower intensity vehicular use that is envisaged. This report does not therefore consider the traffic assignment or the impact of the Proposed Development on off-site junctions, as this would only be required if permission for an unfettered B2 / B8 use were being sought.

1.3 Transport Statement Update

- 1.3.1 This TS01c is an updated version of the July 2023 TS01b that was submitted alongside the planning application.
- 1.3.2 At the request of the LPA, this TS has been updated to reflect recent discussions that have occurred with the LHA during the course of the planning application.
- 1.3.3 It includes updates to the following:-
- i) Updated section in respect to the use of 2022 census data for mode-share forecasts, and a minor typo correction in relation to the 2011 census previously used in TS01b in section 3.3;
 - ii) Updated site layout plan in Appendix B;
 - iii) Updated commentary on the site access arrangements in section 3.2 (including an updated swept path assessment plan in Appendix C, with minor changes to the site access and inclusion of junction visibility splays);
 - iv) Updated suggested planning condition wording in section 3.3;
 - v) A new sub-section in section 3.3 on the allocation status of the site in the Local Plan and associated traffic-generating potential;
 - vi) Updated commentary on parking provision in section 4.3 (including parking phasing plan in Appendix D);
 - vii) Updated commentary on working patterns in sections 3.3 and 4.4;
 - viii) A new section (4.5) on cycle parking; and,
 - ix) A new section (4.6) on Active Travel measures that could be adopted at the site.
- 1.3.4 The updated sections seek to bring together, in one revised and consolidated TS document, the scheme revisions and result of constructive discussions that have occurred between Axis and the LHA since the planning application was submitted.

1.4 Report Structure

- 1.5 Following this introductory section, the structure of this report is set out as follows:
- i) **Chapter 2** describes the existing conditions on and around the site, including a description of the local highway network and a review of the highway accident record;
 - ii) **Chapter 3** sets out the Proposed Development, including a description of the proposed access arrangements and the proposed traffic generation;



iii) **Chapter 4** provides a description of the existing and proposed parking arrangements; and,

IV) Chapter 5 provides the summary and conclusions.



2.0 EXISTING CONDITIONS

2.1 General

- 2.1.1 This Chapter provides a detailed description of the site, the local highway network and the existing road safety record.
- 2.1.2 The site comprises an area of hardstanding and car parking area located within the Wrexham Industrial Estate and on the eastern side of Ash Road North. The site formerly accommodated the Proserve distribution building which was demolished at some point between 2018 and 2021.
- 2.1.3 The site is bounded by Ash Road North to the west, the existing Ipsen car park and Ash Road South to the north, offices and a wooded area to the east and an industrial unit / warehouse to the south.
- 2.1.4 In the wider context, the site is located approximately 4km east of Wrexham Town Centre and approximately 8km south-east of Llay village. The area surrounding the site is industrial in nature.
- 2.1.5 Vehicular access to the site is currently provided by an existing junction off Ash Road North which features a simple priority-controlled junction design with an electric sliding gate. The access is around 6m at its narrowest point, widening internally, and features 15m corner radii.
- 2.1.6 The existing site access junction provides access to the site and the existing Ipsen car parking areas located both within the western portion of the application site and also to the north of the site.

Ipsen West Operation

- 2.1.7 Ipsen currently operates a pharmaceutical drug manufacturing and distribution facility from a collection of buildings on the western side of Ash Road North and to the west of the application site (hereafter referred to as 'Ipsen West').
- 2.1.8 The existing Ipsen West operation has most recently been supplemented by a replacement production facility which received planning permission in January 2021, (ref: P/2020/0625) and has subsequently been built out.



Modular Office Building

- 2.1.9 A separate planning application (ref: P/2023/0113) has recently been submitted to the LPA, and is pending a decision, for the instatement of a modular 2-storey office building within the northern part of the application site. The office building would be used to accommodate a design team and project management office relating to the administration and fitting out of the Proposed Development that is the subject of this TS. The application for the modular office unit is for a temporary period of up to 5-years only.
- 2.1.10 The proposed modular office building includes 35 car parking bays within the application for use by the staff. The 35 parking bays are already utilised by existing Ipsen staff within the bounds of the application site, who would simply relocate to the new modular office building during the design and construction of the proposed NDP building. Therefore, there is no net change to traffic flows. However, this application for this Proposed Development proposes that the 35 spaces would be relocated slightly further east within the overall application boundary, so as to accommodate the parking area for the proposed NDP building. To this extent, the layout and position of the 35 spaces would supersede the spaces shown as part of planning application ref: P/2023/0113.

Other Existing Car Parking

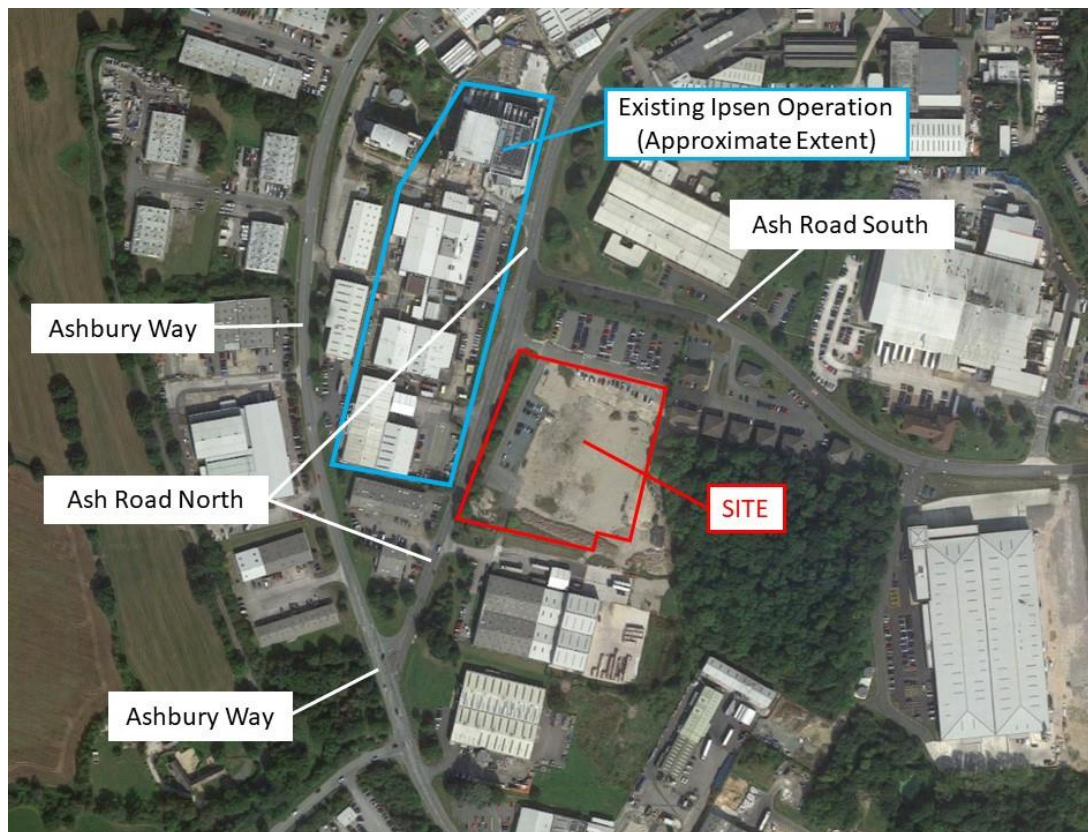
- 2.1.11 Similarly, there are some 57 spaces within the western area of the overall application site, owned and used by Ipsen, which will be relocated to the eastern part of the overall application site.
- 2.1.12 Additional details of the existing and proposed parking arrangements are provided in **Chapter 4**.

2.2 Local Highway Network

- 2.2.1 The location of the site is shown on **Image 2.1** in relation to the local highway network.



Image 2.1 – Local Highway Network



Ash Road North

- 2.2.2 Ash Road North is a single lane two-way industrial road which runs in an approximately north-east / south-west direction within the vicinity of the site. The road runs from the North Road / Ash Road North priority-controlled junction to the south-west of the site to the Ash Road North / Abernbury Way / Bryn Lane / Industrial Estate Road roundabout circa 1.3km to the north-east.
- 2.2.3 Ash Road North features a circa 7.5m carriageway width and circa 2.0m wide pedestrian footways on both sides of the road in the vicinity of the site. There are regularly spaced street lighting on both sides of the road and the road is subject to a mandatory 40mph speed limit.

2.3 Review of Personal Injury Accident Data

- 2.3.1 Personal Injury Accident (PIA) data for the local highway network to the site has been obtained from the online CrashMap resource¹. Data has been collected for the most recently available complete five-year period from 2017 to 2021 inclusive.
- 2.3.2 The accident record on the surrounding highway network is shown on **Image 2.2**.

Image 2.2 – PIA Data



- 2.3.3 **Image 2.2** shows that just 1 'slight' severity accident has occurred during the assessed period. This is considered to be an enviable highway safety record. Therefore, it is considered that the existing accident record does not present a material concern in the context of the Proposed Development.

2.4 Accessibility

- 2.4.1 This section presents a review of the accessibility of the site by walking, cycling and public transport modes.

Walking

- 2.4.2 Access between the site and local areas by foot has been assessed using the 2km preferred maximum walking distance suggested in the Institution for Highways and

¹ <https://www.crashmap.co.uk/>

Transportation's (IHT's, now CIHT's) *"Guidelines for Providing for Journeys on Foot"*. Based on this distance it is recognised that the likelihood of walking being a suitable mode of travel for a daily commute journey to work is perhaps limited. Nonetheless, this should be balanced against the general desirability to maintain a separable distance between the more industrialised uses within the Industrial Estate (including the Proposed Development) and nearby residential areas. As a result, it is considered that cycling perhaps presents a more realistic opportunity for staff travel to and from the site.

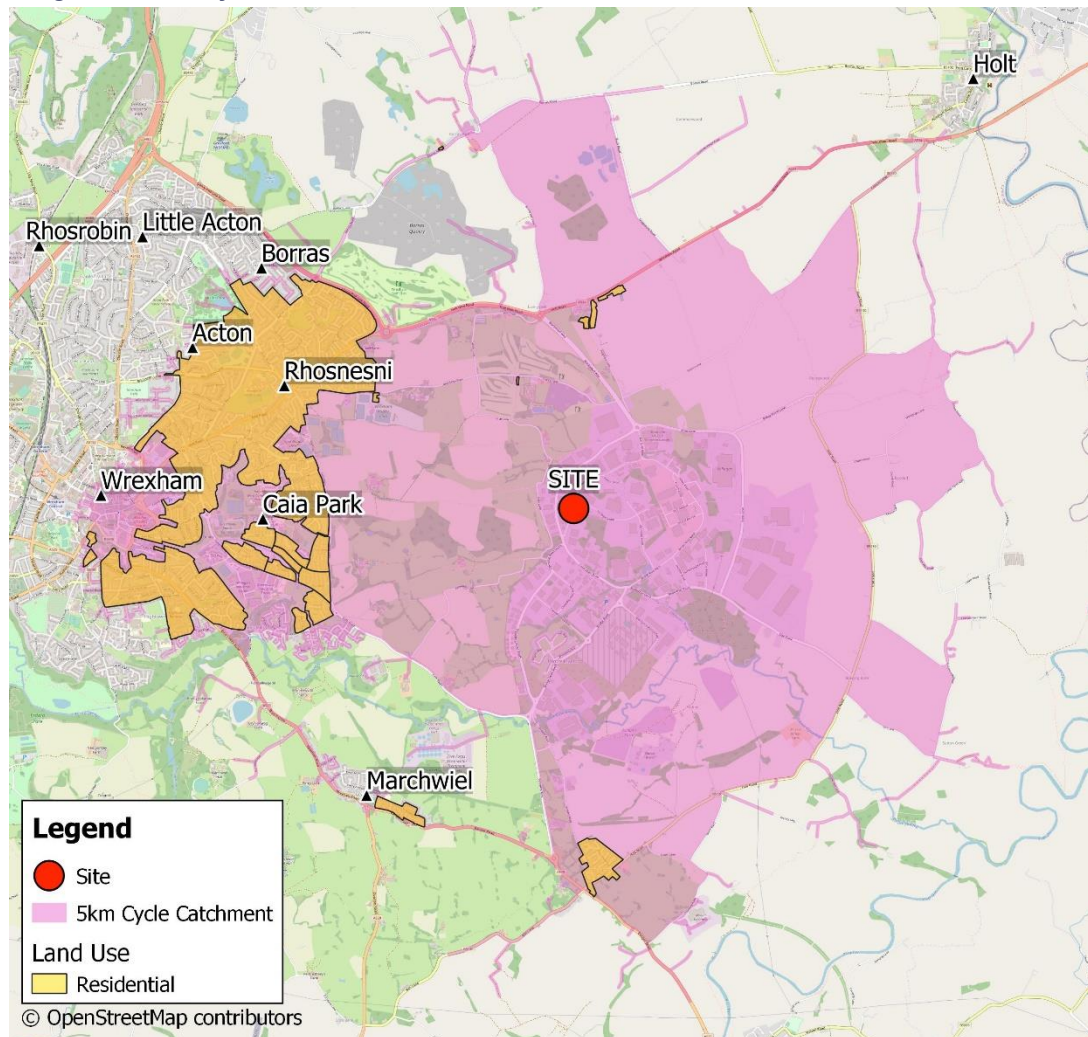
- 2.4.3 Despite the above, the site is well connected to surrounding pedestrian infrastructure and the wider Wrexham Industrial Estate is highly permeable with circa 2.0m wide pedestrian footways and tactile paving crossing points. The site is therefore well connected to the surrounding industrial estate which allows, for example, access to hot food and drink (including a Café and Greggs bakery) within walking distance of the site.
- 2.4.4 Policy E1 of the current Wrexham Unitary Development Plan 1996 – 2011 sets out a number of allocated employment sites within the Wrexham Industrial Estate and Policy SP10 of the emerging Wrexham Local Development Plan 2013 – 2028 identifies Wrexham Industrial Estate as the *"County's Key Business Sector Area and [...] the primary focus for new employment development over the plan period for B class employment and other ancillary related development"*. This policy designation as well as the extent of existing development in the industrial estate suggests that the location of the site is not an insurmountable concern, despite being greater than 2km walking distance from surrounding residential land uses.

Cycle Accessibility

- 2.4.5 It is generally accepted that 5km is a reasonable distance for making trips by bicycle or as part of a longer journey by public transport.
- 2.4.6 The accessibility of the development has been assessed to determine the area that lies within a 5km cycle distance from the site, as shown on **Image 2.3**.



Image 2.3 – 5km Cycle Catchment



2.4.7 **Image 2.3** shows that a number of residential areas surrounding Wrexham lie within a 5km cycle distance from the site. Cycling therefore provides a viable mode of travel to the site for staff living in the surrounding area.

2.4.8 **Section 4.6** of this revised TS01c includes a series of active travel measures that could be adopted at the site (and secured by planning condition) that could be adopted at the Proposed Development.

2.5 Access to Public Transport

2.5.1 The site is located within a short walk (circa 40m) of the Ash Road North (southbound) bus stop which is served by a twice hourly service to Wrexham Bus Station (42). This is considered to be a reasonable rate, and would allow a planned regular commuting journey by employees of the Proposed Development to take place.

- 2.5.2 There is also an occasional bus service following the same route but including a stop in Hightown (42w) which operates two services at 7:20am and 8:20am during weekdays. The surrounding bus stops therefore allow some additional flexibility for local staff commuting into work from the Hightown area.
- 2.5.3 The nearest railway station (Wrexham Central Railway Station) is located approximately 4.3km west of the site, as the crow flies. Although the station could be considered to be located outside of the cycling distance stipulated by CIHT following roads, it is not considered that the extra distance would deter a reasonably able cyclist from commuting to work by rail / cycle.
- 2.5.4 Wrexham Central Railway Station provides an hourly service to Liverpool Central. Overall, the location of the site does allow for the possibility of multimodal commuter travel via rail / cycle.

Accessibility Summary

- 2.5.5 In summary, the site is reasonably well located to facilitate staff journeys to be made by sustainable travel modes. Notwithstanding the general desirability to separate industrial activity from residential land uses, the site can nonetheless be accessed by cycle and bus from surrounding residential areas, with the additional possibility of multimodal rail / cycle trips for those willing to undertake longer journeys by cycle.

3.0 PROPOSED DEVELOPMENT

3.1 General

- 3.1.1 The Proposed Development comprises the construction of a three-storey building for the processing and packaging of pharmaceutical products, along with associated welfare and office facilities, comprising of plant and air-handling to the ground and second floor, with a cleanroom to the first floor. There are two building phases to the scheme.
- 3.1.2 The proposal also includes for the regularisation / rationalisation of parking spaces (both existing and proposed), as described earlier and again in greater detail in **Chapter 4** later.
- 3.1.3 The proposed site layout plan is included in **Appendix B**. Note this is a revised version of the submitted site layout plan included with the submitted TS01b.
- 3.1.4 As noted previously, the Applicant currently operates from a number of buildings to the west of the application site and on the western side of Ash Road North. The Proposed Development will effectively form an extension of the existing Ipsen operations, particularly with regards to production, where materials and products will be transported between the Proposed Development and the existing Ipsen West buildings via the occasional HGV movement, across the short length of Ash Road North. This arrangement is described in greater detail in **Section 3.3**.

3.2 Access

- 3.2.1 Vehicular access to the Proposed Development will continue to be accommodated by the existing site access junction off Ash Road North. As noted in **Section 2.1**, the existing access features a simple priority-controlled junction design with 15m corner radii.
- 3.2.2 **Drawing No. 3402-01-ATR01C** in **Appendix C** shows that the existing access junction and the proposed internal road layout will be able to satisfactorily accommodate access for a 15t rigid HGV and 16.5m long articulated HGV (the largest vehicles expected to require occasional access to the site), with some minor widening works undertaken within the site (off the public highway) to improve the ease with which a HGV can pass a car.



- 3.2.3 It should be emphasized that the frequency of large vehicle movements in and out of the site will be very low (see **Section 3.3** below). Two articulated HGV movements will never occur at the same time, and therefore the likelihood of two HGVs (whether rigid or articulated) meeting (and needing to pass one another) at the site access will be extremely low, so as to be negligible.
- 3.2.4 HGV deliveries to the Proposed Development (discussed in greater detail in **Section 3.3** below) will take place during the core daytime hours, and are not expected to coincide with any significant staff movements. It is not anticipated that there will be material simultaneous staff and HGV movements during the operation of the Proposed Development, although the design of the site access would still allow this to occur.
- 3.2.5 **Drawing No. 3402-01-ATR01C** in **Appendix C** also shows that 2.4m x 120m junction visibility splays are easily achievable from the access, in accordance with the design standards within TAN18 for a 40mph road.

3.3 Traffic Generation Forecasts

- 3.3.1 Due to the unique functions of the Proposed Development, it is not possible to estimate trip rates from any suitable comparator site surveys from the TRICS database. The traffic generation of the Proposed Development has therefore been forecast using a 'first principles' methodology, with reference to information supplied by the Applicant.

HGV Movements

- 3.3.2 The Proposed Development operations will require the delivery of 2 bulk tankers of gas per week (4 two-way trips per week) and one HGV delivery every two days (2 two-way trips per 2 days) to transfer materials from the Ipsen industrial unit on the western side of North Ash Road, which will then be back-loaded with processed products.
- 3.3.3 The Proposed Development will not generate products for immediate distribution, instead processed products will be transferred across Ash Road North to the Ipsen distribution unit on the western side of North Ash Road for onwards distribution via the local highway network. The only HGV traffic generated by the Proposed Development is therefore the delivery of gas and materials / back-loading as discussed above.



- 3.3.4 If it is considered, for robustness, that a single HGV delivery and a single gas delivery will take place on the same day, then the Proposed Development could be expected to result in a maximum traffic generation of 4 two-way HGV movements per day.

Staff Movements

- 3.3.5 The Proposed Development is anticipated to operate under a role-based two-shift pattern, with 12 staff members per shift in each of the two building phases. Therefore, in total, there could be up to around 24 members of staff per shift, with a total new staff complement of 48.
- 3.3.6 It should nonetheless be noted that the scheme will not operate in the same way that say, a B2 industrial use or a B8 use warehouse might traditionally operate. Specifically, there will not be concentrated platoons of staff leaving simultaneously at a single, universal shift end time, or a concentrated platoon of staff arriving for a single universal shift start time either.
- 3.3.7 The operations at the proposed facility involve the processing and packing of high-grade, high value pharmaceutical products that will require a skilled workforce capable of carrying out tasks specific to their individual roles. As such, shift changeovers will be staggered according to each role, and so will not necessarily overlap with other role shift changeover times. Staff changeovers will in practice be staggered to reflect the different operations that are occurring on each day.
- 3.3.8 Furthermore, it is estimated that around 25% of the workforce at the scheme would be drawn from the existing Ipsen staff who are already traveling to and parking at the site, and who are therefore already 'present' in the existing background traffic and on-site parking demand.
- 3.3.9 Notwithstanding the above, for maximum robustness (and simplicity) in the traffic flow calculations, if all staff were assumed to be 'new' and drive to work alone, the Proposed Development could therefore theoretically generate a maximum of approximately 96 two-way staff trips (all modes) per day.
- 3.3.10 It is perhaps more realistic to consider mode share In order to establish the modal split of the Proposed Development traffic. To this end, 2021 census data for the census parish boundary containing the site (Abenbury) has been investigated. The available census data has very recently been updated to include published 2021 data for certain geographic boundaries, therefore this represents an update to the 2011



census data referenced in the submitted TS01b report (which was incorrectly labelled as 2001 data in that previous version of this report).

- 3.3.11 The 2021 census parish boundary includes land uses that are representative of the Proposed Development, containing various comparable employment uses covering around half of the Wrexham Industrial Estate. The resulting modal split has been applied to the total forecast staff trips associated with the Proposed Development, as shown in **Table 3.1**.

Table 3.1 – Multimodal Traffic Generation

Mode	Percentage Split (Abenbury Parish)	Applied to the Proposed Development (One-Way Trips)
Train	2%	1
Bus, minibus or coach	1%	1
Taxi	0%	0
Motorcycle, scooter or moped	1%	0
Driving a car or van	72%	35
Passenger in a car or van	6%	3
Bicycle	4%	2
On foot	12%	6

- 3.3.12 As shown in **Table 3.1**, on the basis of the local modal split, the Proposed Development might actually be expected to result in 35 one-way car trips per day (70 two-way), with circa 3 members of staff car sharing and a number of staff utilising alternative modes of transport such as bus, cycle or traveling by foot.
- 3.3.13 In terms of impact to the local highway network as a result of the proposal, the Proposed Development could result in approximately 70 additional two-way car movements per day, on average, not counting (for robustness) the fact that around 25% of staff are expected to be drawn from the existing Ipsen staff already regularly travelling to and from the site.

Total Movements

- 3.3.14 Overall, accounting for both HGV and staff car trips, the Proposed Development is anticipated to result in up to 74 two-way vehicle movements per day. This level of traffic generation is low in absolute terms and would not be expected to result in any material impact on highway safety or the free flow of traffic on the surrounding highway network.

- 3.3.15 Spread over a day, this level of movement would not even approach triggering the 30 two-way trips per hour threshold that was previously deemed to warrant more detailed capacity assessment work, or the production of a full Transport Assessment².

Suggested Condition Wording

- 3.3.16 As noted previously, the Proposed Development comprises a user-specific operation that will feature significantly less HGV and staff movements than could otherwise be the case under a more general B8 / B2 use.
- 3.3.17 Based on the information provided elsewhere in this chapter, and so as to provide a small buffer to account for any slight change in circumstances for the operation of the Proposed Development, or occasional unusual spikes in activity, the following condition wording is suggested to restrict the HGV and staff vehicle generating potential of the Proposed Development:

“The use hereby permitted shall not give rise to the generation of more than 6 two-way HGV trips per day and 144 two-way car/LGV trips per day on more than 4 days in a continuous 30-day monitoring period, measured in accordance with a methodology agreed in writing in advance with WCBC”

- 3.3.18 The selection of 6 two-way HGVs and 144 two-way car/LGV movements is based on an operational allowance for some headway / flexibility (50% extra) to the absolute maximum movements that could theoretically occur on a day-to-day basis (i.e. 4 HGVs and 96 light vehicle movements if all staff were ‘new’, not following the existing mode share travel patterns, and therefore all driving alone). The condition would not therefore impose an unreasonable operational burden on Ipsen, but would still give WCBC the assurance that the highway network would not be unduly impacted upon.
- 3.3.19 Whilst the wording of this condition has already been discussed with the LHA, WCBC are respectfully invited to discuss and agree the wording of any such restrictive condition with the Applicant, or otherwise to indicate another suitable mechanism to achieve the same result.

² Department for Communities and Local Government / Department for Transport (2007). *Guidance on Transport Assessment*. Para 2.11.

Allocation Status and Fallback Potential

- 3.3.20 It should be noted that the site sits fully within the allocated Employment area that is set out in the adopted Local Plan. It would not therefore be unreasonable to assume that, if an alternative proposal for an unfettered B2 general industrial or class B8 storage and distribution facility were applied for on the site, and provided that such a facility fell within normally accepted parameters in terms of detail, then planning permission would not be unreasonably withheld.
- 3.3.21 The site's allocation status for employment uses must therefore implicitly bring with it an assumed traffic-generating potential, that must, by definition and logical extension, already be acceptable to the LPA by virtue of their having allocated it in the first place - particularly with their having gone through the necessary rounds of consultation, examination in public, and full Council approval to do so. The proposed development will generate considerably less traffic than any such general employment scheme that should otherwise be generally presumed to be acceptable.

3.4 Construction Traffic Management Plan (CTMP)

- 3.4.1 It is proposed that a Construction Traffic Management Plan (CTMP) will be provided and can be secured through a suitably-worded planning condition in due course. The CTMP will outline the measures that will be taken to manage construction traffic accessing the site, minimize any potential impact on the surrounding highways, and ensure the safety of all road users during the construction period.
- 3.4.2 This plan will be prepared in consultation with the LHA and will be implemented and monitored throughout the construction phase to minimize disruption to the local highway network.

4.0 PARKING

4.1 General

- 4.1.1 WCBC's maximum parking standards are outlined in the "*Local Planning Guidance Note No. 16 – Parking Standards*" document (February 2018). However, the specific operations at the Proposed Development do not sit easily within the defined land use classes within the standards, given its user-specific nature and the proposal to restrict operations by planning condition.
- 4.1.2 On the basis of the above, the arrangement of the proposed car park has been designed around a 'first principles' approach, considering the existing arrangements, and the likely parking demand of the Proposed Development with reference to information supplied by the Applicant.
- 4.1.3 As indicated earlier, consideration has also been given to reorganising and rationalising the existing car parking spaces and proposed modular office parking areas (put forward as part of a separate application - see section 2 earlier) within the overall application site boundary.
- 4.1.4 The following sections set out the existing and proposed parking arrangements.

4.2 Existing Parking Arrangements

- 4.2.1 Ipsen Biopharm Wrexham is a major employer in the Wrexham area, with approximately 430 members of staff. Some parking (approx. 57 spaces) takes place on the western part of the application site, which Ipsen own. Another 119 parking bays, also owned and utilised by Ipsen staff, are situated immediately to the north of the application boundary. There are currently a further 53 spaces elsewhere on the application site, that are not currently used regularly, and which will be effectively removed as a result of the Proposed Development. Finally, 35 spaces are proposed to be utilised as part of the proposed temporary modular office planning application.
- 4.2.2 In total, allowing for the 35 spaces for the proposed temporary modular office scheme and the existing Ipsen parking arrangements on and immediately adjacent to the application site, there are currently around 264 parking bays. This is shown on the plan in **Appendix D**.



4.3 Proposed Parking Arrangements

- 4.3.1 The Proposed Development includes the rationalisation of the existing parking arrangements on-site, both to provide sufficient parking for the Proposed Development as well as to retain suitable parking for the existing Ipsen staff and the temporary modular office application scheme. The proposed parking arrangements are also illustrated on the parking plan included in **Appendix D**.
- 4.3.2 As shown in **Appendix D**, the Proposed Development provides a reconfigured parking arrangement which consolidates the existing on-site parking into a more rationalised parking area by removing redundant spaces and replacing them with equivalent spaces elsewhere on the site.
- 4.3.3 When complete, the total parking space numbers on and immediately adjacent to the site would be 288, an increase of 24 over and above existing provision (see paragraph 4.2.2 previously), as discussed and agreed with the LHA during the course of the application, and more than shown on the originally submitted plans. 24 of the reconfigured parking bays would be allocated for the use of the proposed NDP building, as set out in **Appendix D**, and 18 of the overall spaces are designed to accessible standard.

4.4 Parking Demand

- 4.4.1 As noted in **Section 3.3**, the Proposed Development is anticipated to operate with two shifts of up to 12 members of staff in each of the two building phases, albeit staggered in a non-traditional role-based shift changeover pattern, with a total staff complement of 48, and a staff traffic generating potential of circa 70 two-way car / van movements per day.
- 4.4.2 During each shift changeover, it is expected that there will be some overlap between arriving and departing members of staff, although this will be minimised due to the flexible working practices adopted by Ipsen which mean that movements would be role-based and staggered, with some staff arriving later and departing earlier. The staggering of shifts between the two respective building phases can also be accommodated.
- 4.4.3 The effect of staggering each shift could be divided even further, per shift, for example by altering the working patterns adopted by clerical and manufacturing /



processing line staff, so that the parking demand overlap effect between shift changeovers is diluted even more.

4.4.4 Moreover, as mentioned earlier it is anticipated that around 25% of the staff working at the Proposed Development would be existing Ipsen staff, already working at the Ipsen West buildings, and therefore who will already be parking within the overall application site, or within the Ipsen car parks surrounding it.

4.4.5 Finally, in the event that parking demand does, from time to time, momentarily exceed the proposed 24 spaces dedicated to the NDP during those small windows of time for shift changeover, those staff will very likely be able to utilise the existing Ipsen car parking within the application site or adjacent to it, including the additional 24 spaces that have been added to the originally submitted plans, and agreed with the LHA.

4.4.6 On the basis of the above, it is considered that the proposed car parking arrangements will satisfactorily accommodate the peak parking demand of the Proposed Development and the existing Ipsen operations.

4.5 Cycle Parking

4.5.1 It is considered that the details of some secure, covered cycle parking facilities within the site can be secured by means of a suitably-worded planning condition. Any such condition should however be cognisant of the fact that an unfettered B2 land use is not being applied for (see the restrictive condition wording suggested in **Section 3.3** earlier), and also in recognition of the proposed staff numbers, and low absolute cyclists that have been forecast (see **Table 3.1** earlier), which suggests only 2 staff cycle journeys would be generated per day).

4.6 Active Travel Plan Measures to Reduce Vehicle Trips & Parking Demand

4.6.1 Ipsen are a conscientious employer within Wrexham that are committed to the health and wellbeing of their staff. It is considered that cycling represents perhaps the best way of encouraging active travel and reducing parking demand and vehicle trips at this location.

4.6.2 There are a range of measures that could be introduced at the Proposed Building to encourage more cycle journeys to work.



4.6.3 Nonetheless, a range of measures to encourage cycling amongst staff could be considered by Ipsen, including (not exclusively):-

- v) Introduction of a cycle-to-work scheme, with interest free loans for bicycle purchase;
- vi) Provision of suitable secure, covered cycle parking facilities and shower / changing facilities (see above);
- vii) Distribution of cycle-related information to staff – for example emails and noticeboards with
- viii) local cycle route maps, information on the cycle parking and shower facilities locations, information on the health benefits of cycling, information on the cost-savings associated with cycling compared to driving etc;
- ix) Establishment of groups to allow staff to cycle to work together;
- x) Provision of a cycle repair station at the site;
- xi) Provision of fluorescent clothing to improve cycle safety for staff; and
- xii) Provide personalised journey planning for staff interested in cycling.

4.6.4 Again, the provision of some or all of these measures could be secured by means of a suitably-worded Travel Plan condition or similar.

5.0 SUMMARY AND CONCLUSIONS

- 5.1.1 This Transport Statement (TS) has been prepared to accompany a planning application on behalf of Ipsen Biopharm Ltd for the construction of a New Drug Product (NDP) development building to be located off Ash Road North at the Wrexham Industrial Estate in Wrexham.
- 5.1.2 The Proposed Development comprises the construction of a three-storey building for the processing and packaging of pharmaceutical product, along with associated welfare and office facilities.
- 5.1.3 The scheme is user-specific in nature and will operate to a much lower intensity, in traffic terms, than it might otherwise do under a more generic, speculative B2 / B8 land use. It can be confirmed that the Applicant is content to accept restrictive planning controls to limit the site operations to suit their specific intended operations, and to this end some suggested planning condition wording has been put forward.
- 5.1.4 A high-level review of accidents on the local highway network within the most recently-available five year period (2017-2021 inclusive) has been carried out. The data indicates that just one 'slight' severity accident has been recorded on the local highway network within the vicinity of the application site during this period. This does not therefore represent a cause for concern in the context of the Proposed Development.
- 5.1.5 The sustainability of the site has been assessed in terms of its accessibility by alternative modes of transport to the private car. The site was found to be reasonably well located to facilitate staff journeys to be made by sustainable travel modes. Notwithstanding the general desirability to separate industrial activity from residential land uses, the site can nonetheless be accessed by cycle and bus from surrounding residential areas, with the additional possibility of multimodal rail / cycle trips for those willing to undertake longer journeys by cycle.
- 5.1.6 The Proposed Development is expected to result in up to 74 two-way vehicle movements per day, which includes a maximum of 4 two-way HGV movements, only 2 of which would originate from the wider highway network. This level of traffic generation is low in absolute terms and would not be expected to result in any material impact on highway safety or the free flow of traffic on the surrounding highway network. No further detailed capacity assessment is considered necessary.



- 5.1.7 The Proposed Development includes for the rationalisation of the existing Ipsen parking arrangements on-site, as well as to provide sufficient additional parking for the Proposed Development.
- 5.1.8 Based on the evidence presented in this TS, no unacceptable impact would be created by the development and it is commended for approval.

Appendix A – LHA Pre-application Response



MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ENQ/2023/0001	FAO:	Sharon Holman
		Your Ref:	ENQ/2023/0001
Date:	9 March 2023		

Ash Road North, Wrexham

New drug facility at Ipsen East site and relocation of a temporary office building to the new site

Further to your consultation letter dated 12/01/2023 in respect of the above, I comment as follows: -

The planning application is for a new drug facility at Ipsen East site. The proposals include the construction of a 3-storey building and office accommodation (9,100sqm). The new site will accommodate 12 employees.

Site Access

The proposed development site is located on Ash Road North which is an unclassified road subject to a 40mph speed limit. The new drug facility will be built on the eastern side of Ash Road North on land previously occupied by a warehouse, owned by Proserve.

Details regarding whether the existing site access is to be modified should be provided with visibility splays and swept paths included.

Accessibility

It is noted that for P/2017/0919 a Section 38/ 278 planning condition was agreed in relation to the footways / pedestrian facilities between the car park located on the east side of Ash Road North, being used by Ipsen Biopharm, and the Ipsen Biopharm site located on the west side of Ash Road North. It appears that the elements of the condition have not yet been introduced.

It is understood that the following will need to be addressed:

- Tactile crossings on southerly access (western side of Ash Road North) are incorrect – not 1200mm x 1200mm minimum;
- No tactile crossings visible on main access (western side of Ash Road North);
- No footway extension on Ash Road North eastern side wrapping around to Ash Road South;
- No tactile crossings over Ash Road South and;
- No crossings across Ash Road North, linking the car park located on the eastern side of Ash Road to the Ipsen Biopharm site.

Planning Enforcement should refer to the details of the planning condition that were indicated on the approved / determined plans for P/2017/0919, to ensure all elements of the condition have been met prior to any further planning approvals for Ash Road North.

Parking

Details regarding existing and proposed parking provision on site should be provided. Information in respect of anticipated daily HGV movements through the proposed access, including how many HGVs will be on site at any one time and details of where they will park clear of the adjoining highway is required. Confirmation regarding the arrangements for HGV parking and turning associated with Proserve, if relevant, is also required.

Transport Assessment

A development of this size will require a full Transport Assessment to assess the impact of the proposed development, following the guidance set out in TAN18 on Transport Assessments.

Transport Assessment Content:-

- Active Travel to be considered
- Traffic Counts - could you please contact our Traffic Section (Tel: 01978 729643) to request consent to place any traffic measuring equipment in or close to the highway for this site and any future developments
- TRICs data refers to Edge of Town. Wrexham Industrial Estate is not classed as Edge of Town
- Collision Study Area should include:-
 - Ash Road / Abenbury Way / Coed Aben Road junction.
 - Abenbury Way / Coed Aben Road / Clywedog Rd North junction
 - Clywedog Rd North, Clywedog Rd South junction
 - Clywedog Rd South, Bridge Rd South roundabout
 - Cefn Rd, Bridge Rd South, Sesswick Way roundabout

The TA will need to summarise the following:-

- Existing conditions, including any data collection
- Proposed development, including hours of operation
- Modal choice, trip generation and distribution
- Assessment years and time periods
- Traffic assignment onto the existing highway network with/without any proposed mitigation
- Discussion of the impact on the highway impact and any safety concerns
- Discussion of the proposed internal layout of the development
- An assessment of the parking conditions and future needs

Construction Traffic Management Plan - CTMP (including provision for contractor parking)

Given the location and nature of the site, the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) should be submitted / approved prior to commencement.

Such a plan will need to include details of the proposed daily construction related vehicle movements (ie/ both cars & HGVs) anticipated as a result of the development during the construction period.

Details of wheel washing facilities, construction signage and any traffic management measures will need to be included.



Chief Officer, Environment & Technical

Appendix B – Proposed Site Layout Plan





SITE_Plan-Proposed
Scale: 1 : 500

Proserve Site

0m 10m 20m 30m 40m A1

VISUAL SCALE 1:500 @ A1

Notes

Figured dimensions are to be used in all cases.
Dimensions should not be scaled from drawing
All existing dimensions should be checked on site before commencement of the work.
Any discrepancies in dimensions should be clarified with the Architect prior to commencement of the work.
No deviation from this drawing will be permitted without the prior written consent of the Architect.
This drawing is to be read in conjunction with all the relevant Mechanical and Electrical drawings.
This drawing is to be read in conjunction with the relevant Structural Engineer's drawings, structural calculations and recommendations.
This drawing is to be read in conjunction with the relevant Fire Safety Strategy drawings

This drawing is copyright and to be returned to the architect on completion of the contract.

P3	Updated Site boundary with 6no. additional trees to the east and additional parking to southwest to allow for increased accessible spaces	EnR	CR	231019
P2	updated redline and parking layout to southeast.	EnR	EnR	230714
P1	Issued for PAC	EnR	MR	230531
Rev.	Revision description	Drawn	Checked	Date



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web: www.lovelockmitchell.com

Project
NDPF
Wrexham

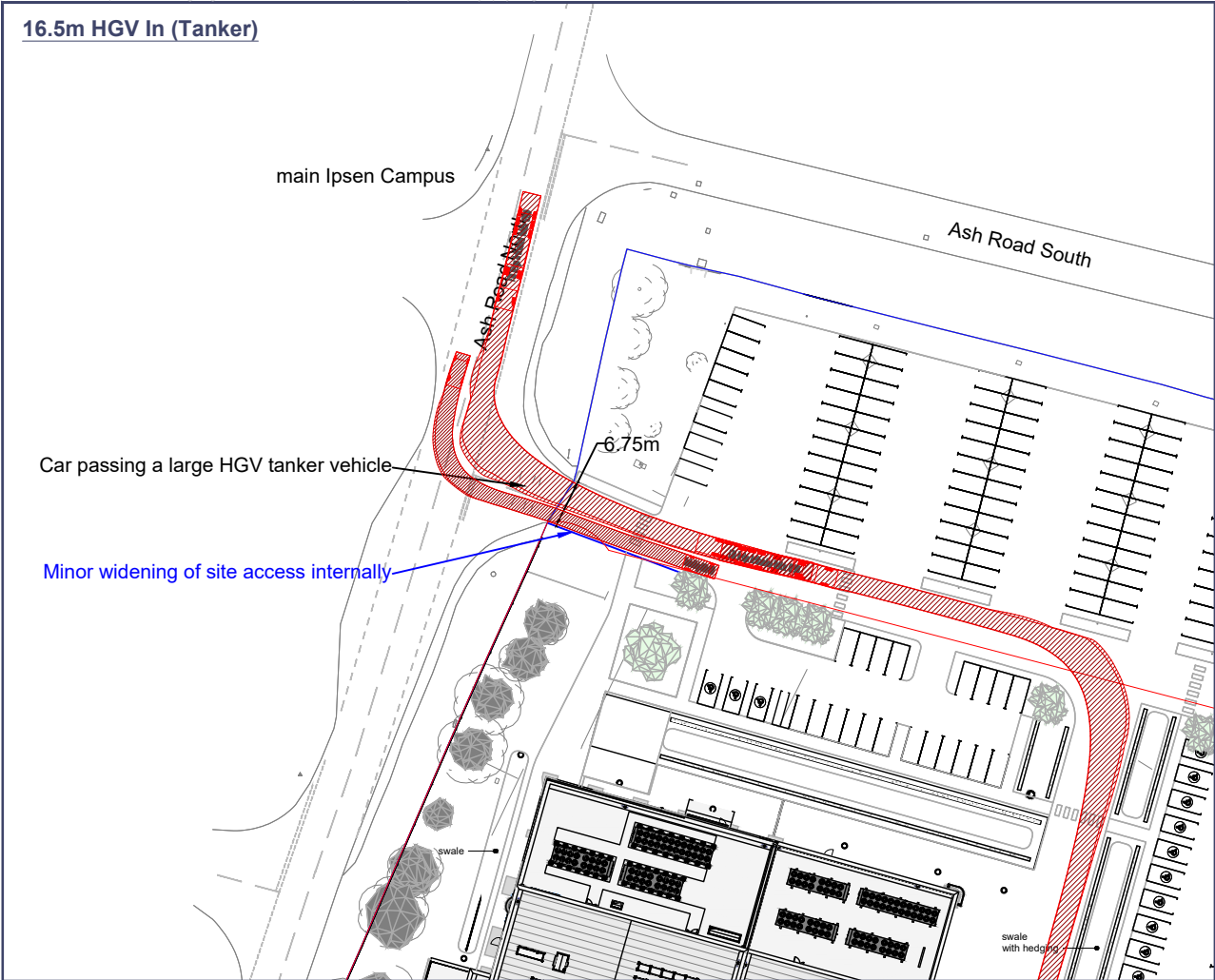
Title
SITE_Plan-Proposed

LMA Project		Drawing number						Rev.	
Project	Originator	Zone	Level	Type	Rev.	Drawn/checked			
2227	IED	LMA	ZZ	XX	DR	A	7030	P3	

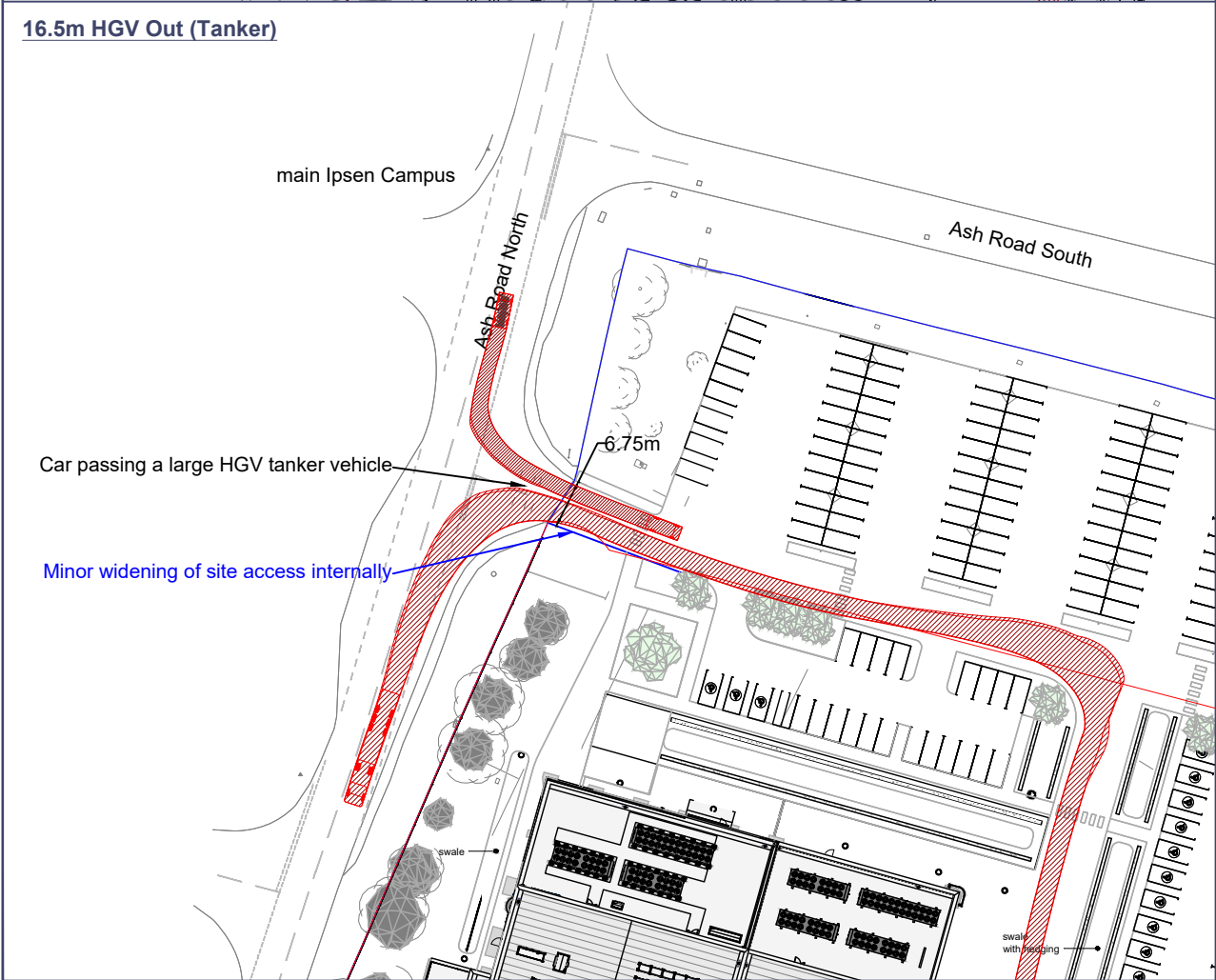
Appendix C – Drawing No. 3402-01- ATR01C: Swept Path Analysis & Visibility Splays



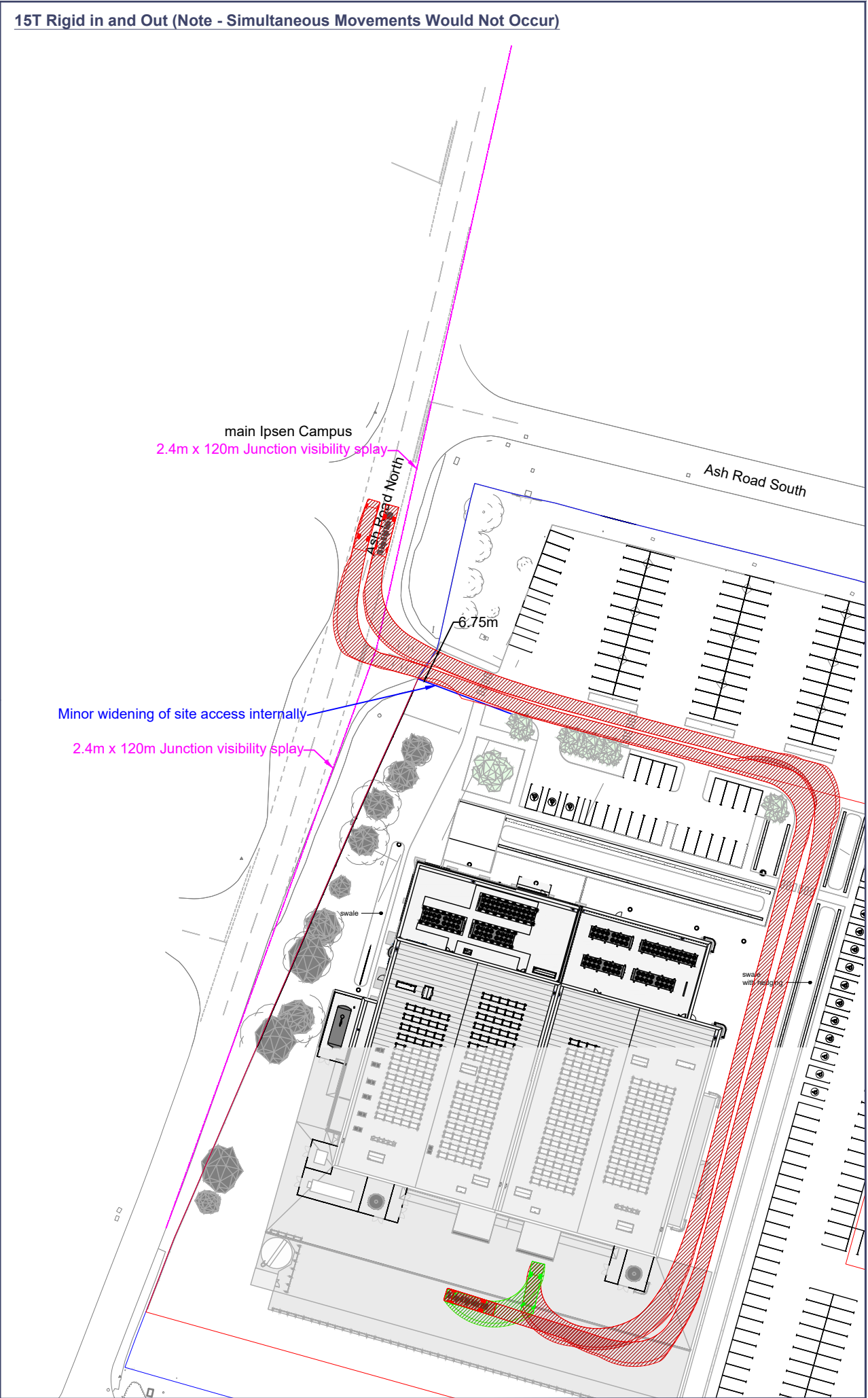
16.5m HGV In (Tanker)



16.5m HGV Out (Tanker)



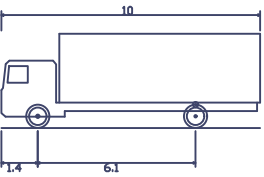
15T Rigid in and Out (Note - Simultaneous Movements Would Not Occur)



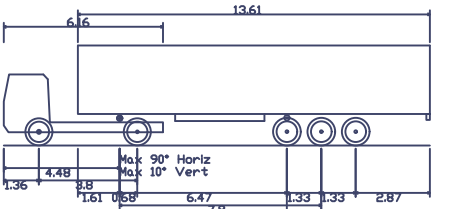
Approximate Application Site Boundary

Approximate Land Ownership Boundary

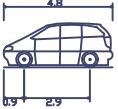
Vehicles Used In Tracking:



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



FTA Design Articulated Vehicle (1998)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.550m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

0344 8700 007

axis.co.uk

Client

Ipsen

Project

Ipsen NDP Building

Drawing Title

Swept Path Analysis and Visibility Splays

Scale

1:1000 @A3

Date

13.07.23

Dwg no

3402-01-ATR01

Status

Prelim

Drawn Checked

JW LK

Rev

C



revision: C desc: Updated car type used

date: 13-10-23

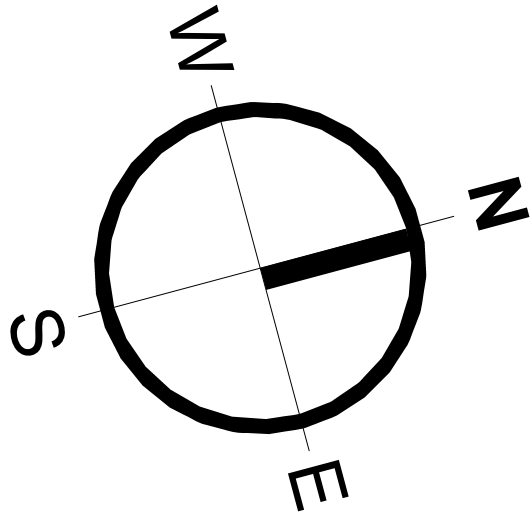


Appendix D – Existing and Proposed Parking Arrangements



Notes
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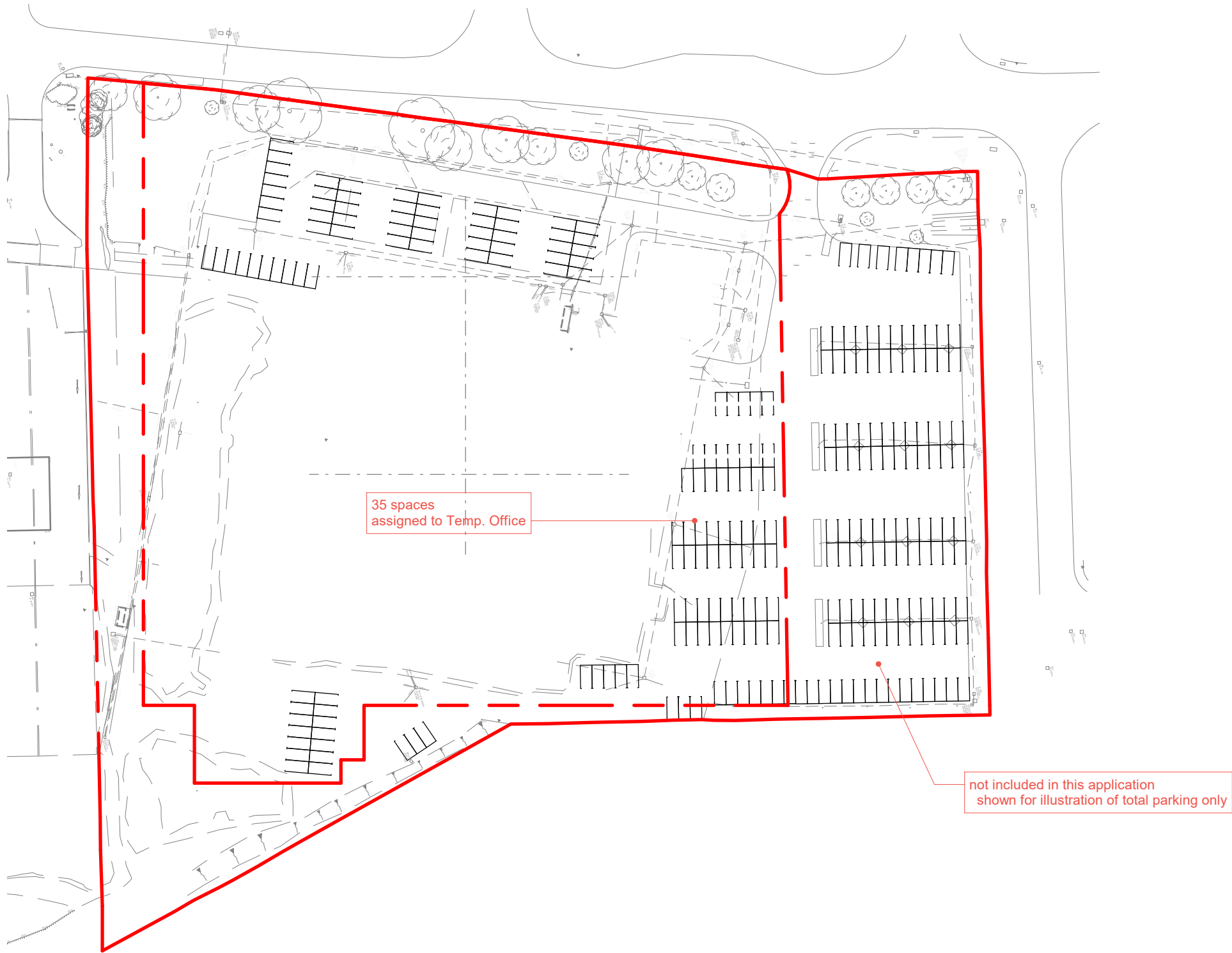
Parking Schedule, Existing		
Phase Created	Phase Demolished	Count
Ipsen (Building One)		
Existing	None	119
Ipsen (Other)		
Existing	Temp. Office	12
Existing	Main Construction	41
Ipsen (Temp Office)		
Existing	Main Construction	35
Proserve		
Existing	Main Construction	57
Grand total: 264		

Parking Schedule, Completion		
Phase Created	Phase Demolished	Count
Ipsen (Building One)		
Existing	None	119
Ipsen (NDP, Final)		
Completion	None	24
Ipsen (Other, Final)		
Completion	None	145
Grand total: 288		

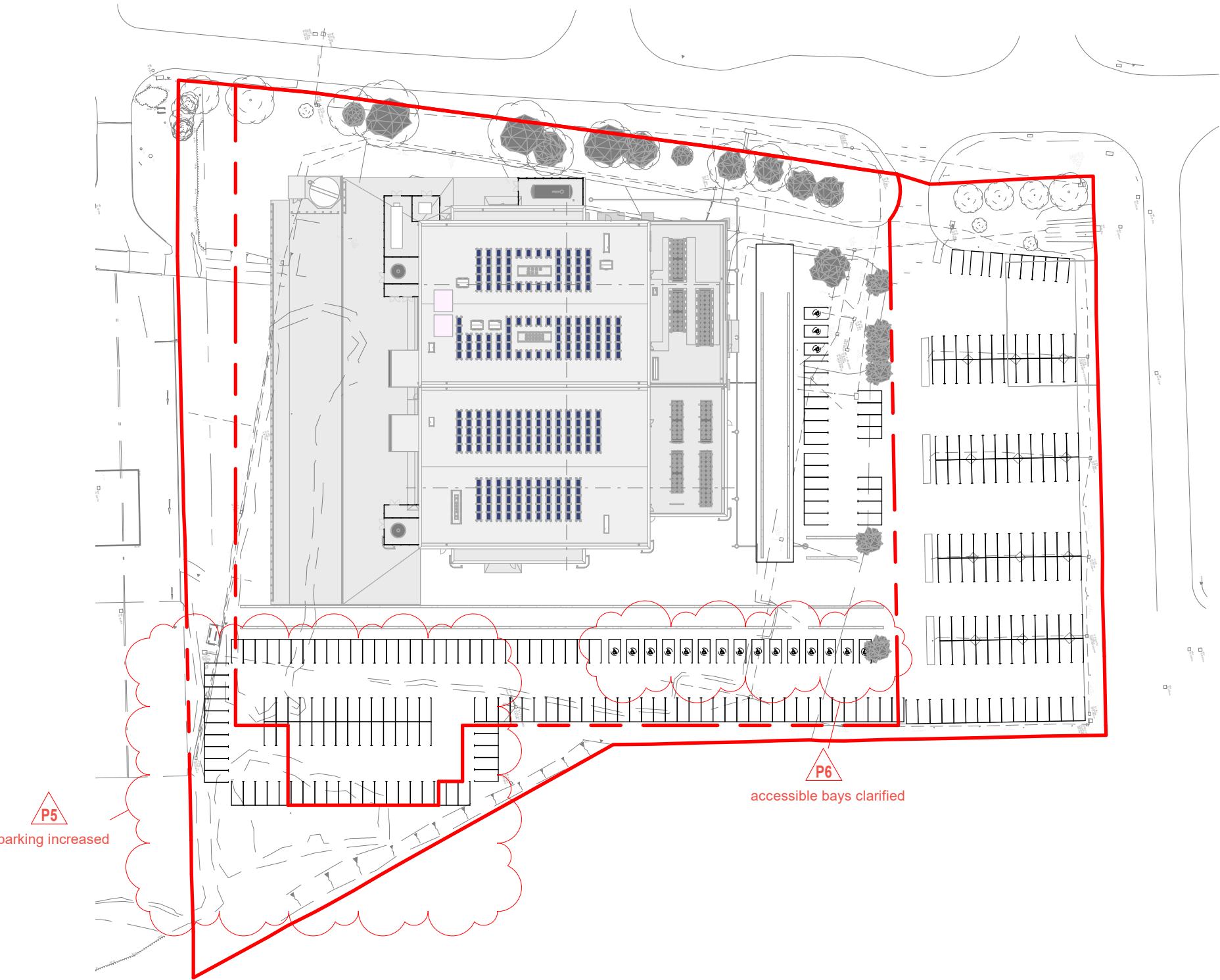
incl. 15 accessible bays

PS parking increased

P6 accessible bays clarified



Site plan_Parking_existing-a
Scale: 1 : 1000



Site plan_Parking_Complete-a

P6	accessible spaces to reposition clarified	EmR	CR	231005
P5	parking amended to southeast- 24 spaces added, substation omitted.	EmR	CR	231003
P4	construction phase parking layout omitted	EmR	-	230704
P3	parking extended to southeast corner, realine amended, temporary parking amended, number of final and intermediate spaces increased.	EmR	-	230629
P2	update to outlines	EmR	-	230553
P1	First Issue of Drawing (Derived from 9513)	EmR	-	230503
Rev.	Revision description	Drawn	Checked	Date



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Project
NDPF
Wrexham

Title
SKETCH-Parking phasing

LMA Project		Drawing number						Rev.	
Project	Originator	Zone	Level	Type	Rev	DrawingNumber			
2227	IED	LMA	XX	XX	DR	A	9516	P6	