

2175-01-TS01c
October 2017

**Construction of 3-Storey Building, Comprising New Process Area and Office
Accommodation**

Ipsen Biopharm Limited, Ash Road North, Wrexham

TRANSPORT STATEMENT

Prepared on behalf of:



Ipsen Biopharm Limited



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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Statement has been prepared by Axis on behalf of Ipsen Biopharm Limited in support of a planning application related to proposals for the construction of a 3-storey building, comprising a new process area and office accommodation at the Ipsen Biopharm Limited site, Ash Road North, Wrexham Industrial Estate. The proposed new building would replace the existing single-storey Unit 55 warehouse, which is proposed to be demolished (subject to separate planning application, see section 2.3 for further details).
- 1.1.2 The purpose of this report is to appraise the Local Planning and Highway Authority, Wrexham County Borough Council (WCBC), of the anticipated highway and transport related effects associated with the proposal scheme.
- 1.1.3 The project would see the replacement of the existing Unit 55 with a 3-storey building, comprising 3,760sqm GFA process area and office space. This report will include an assessment of the proposed site access and parking strategy and an appraisal of the level of development related traffic it may generate. In addition, the report will consider the sustainability of the site, its accessibility from existing local residential areas and the opportunity to encourage trips to/from the site to be undertaken by alternative travel modes to the private car.
- 1.1.4 Pre-application comments advice from WCBC has identified that a planning application for the scheme should be supported by a Transport Assessment, prepared in accordance with Planning Policy Wales. This guidance identifies that a formal Transport Assessment should be prepared to support applications for industrial development of 5,000sqm GFA. Given that the proposals fall below this threshold, comprising the construction of a unit of 3,760sqm GFA, of which 2,760sqm would represent new floor space and 1,000sqm GFA would represent replacement accommodation, it is considered that the preparation of a

simple Transport Statement represents the most appropriate approach to assessing transport matters.

1.2 **Report Structure**

1.2.1 The structure of this Transport Statement is therefore as follows:

- **Section 2** considers the existing conditions and includes; a description of the site location and existing conditions; a description of the local highway network immediately adjacent to the site; a review of alternative transport mode choices available in the vicinity of the site; and, a review of local personal injury accident trends;
- **Section 3** of this report outlines the development proposals and includes a review of car park provision, and site servicing arrangements;
- **Section 4** considers the anticipated vehicle trip generation to/from the site; and,
- **Section 5** provides a summary and conclusion to the report derived from the analysis presented in the preceding chapters.

2.0 SITE LOCATION & EXISTING CONDITIONS

2.1 Site Location

2.1.1 The location of the Ipsen Biopharm Limited site at Wrexham Industrial Estate is illustrated in **Figure TS1** to this report. This plan identifies the strategic location of the site in relation to the A483(T) and the main town centre of Wrexham.

2.1.2 The immediate context of the site location, including the surrounding local highway network of the Wrexham Industrial Estate, is illustrated in **Figure TS2** to this statement.

2.2 Description of Site & Local Network

Existing Site Conditions

2.2.1 The Ipsen Biopharm Limited proposal site is located on the western side of Ash Road North at the southwestern end of the route. The site comprises a series of buildings, car parking and servicing areas which form the Ipsen campus. A plan of the existing site is available at **Lovelock Mitchell Architects Drawing IPU55-LMA-XX-XX-DR-A-1002** attached to this report. The site is bounded by existing commercial/industrial land on all sides. To the immediate west the site is bounded by the industrial estate road route of Ash Road North, and Abenbury Way to the immediate east. The existing site includes three priority controlled bellmouth access junctions, all off Ash Road North, circa 65-80m apart. The northern access point is used by staff, visitors and delivery vehicles with access controlled by security staff, the central access is gated and locked shut, and the third is also gated and used for deliveries only. A drop kerb off Ash Road North is also available close to the site's north-eastern boundary. This is currently gated and locked shut except for occasional specialist vehicle access.

2.2.2 Ipsen Biopharm Limited also own a parcel of land on the opposite side of Ash Road North that is currently occupied by an industrial unit, car parking

and service area. The industrial unit and service area is currently leased by Protech (due to end imminently), whilst Ipsen Biopharm Limited have retained use of the industrial unit car parking area for overspill parking from the main Ipsen campus.

2.2.3 Ash Road North is an unclassified road, subject to a 40mph speed limit, and forms part of an “inner” circulatory route within the Wrexham Industrial Estate, along with the routes of Bridge Road North and Abbey Road. Approximately 200m south of the proposal site, Ash Road North forms a priority controlled junction with the main route of Coed Aben Road, which forms part of the “outer” circulatory route of the Wrexham Industrial Estate.

2.2.4 Approximately 700m to the northwest of the proposal site, Ash Road North forms the major approach to a priority controlled junction with Abbey Road. A further 260m to the immediate north, Ash Road North forms the southern approach to a 4-arm roundabout junction with the routes of Abenbury Way, Bryn Lane and Industrial Estate Road. Abenbury Way and Bryn Lane form the western and eastern sections of the outer circulatory route respectively and the roundabout junction with Industrial Estate Road forms the primary access to the Wrexham Industrial Estate from the north and ultimately from the strategic highway network.

2.2.5 The Ash Road North carriageway is constructed to a width of c7.0m in the immediate vicinity of the proposal site, and includes footways that are approximately 1.8-2.0m in width to both sides for much of the site frontage. The route also includes street lighting to both sides of the carriageway.

2.3 **Recent Site Planning History**

2.3.1 A Planning Application for the erection of a two-storey modular office building at the Ipsen Biopharm Limited site for a temporary period of 3 years was submitted to WCBC in April 2017 (Application Reference: P/2017/0305).

2.3.2 In addition to the temporary two-storey modular office building, the application sought to link the second floor of the building with a footbridge to the existing canteen, and replace the existing security lodge with a similar sized building. All new development associated with application P/2017/0305 will be temporary for a 3-year period. Finally, application P/2017/0305 sought to demolish the existing Unit 55 to make way for the proposed future 3-storey building that is the subject of this Transport Statement report.

2.3.3 The temporary office building that was the subject of application P/2017/0305 will accommodate staff who are currently based in Unit 55 and other buildings throughout the wider Ipsen campus whilst the new Unit 55 building is constructed. The temporary office building will not result in any new staff movements to/from the site.

2.3.4 Application P/2017/0305 was approved in May 2017.

2.4 **Personal Injury Accident Records**

2.4.1 Personal Injury Accident (PIA) data for the immediate local highway network to the proposal site has been obtained by Axis using Crashmap.co.uk, which provides details of all PIA events attended by the police. The data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year. Data has been obtained for the most recently available five-year search period in line with standard practice, covering January 2012 – December 2016.

2.4.2 PIA data has been obtained for the immediate section of Ash Road North located to the east of the proposal site and its junction with Coed Aben to the south. No accidents have been recorded at or within 50m of any of the existing site access points. A location plan of all incidents recorded within this search area is included as **Figure TS3** to this report, with accident records provided in **Appendix TS1**.

2.4.3 Review of the historical accident information identifies that just two accident incidents have been recorded within the search area during the

five-year search period, one of which occurred at the Ash Road North / Coed Aben junction, and one which occurred immediately south of this junction at the Coed Aben / Clywedog Road North junction. A summary of the recorded accident incidents is provided below:

- Ash Road North / Coed Aben junction: slight incident occurred on 24 September 2013, 10:30am. Involved a car in the act of turning left and a car waiting to turn left. Driver of car waiting to turn left injured.
- Coed Aben / Clywdig Road North junction: serious incident occurred on 22 July 2014, 12:15pm. Involved a motorcyclist in the act of turning right. Motorcycle rider injured.

2.4.4 Given the minimal accident history identified within the search area, it is considered that there is no demonstrable highway safety concern with the operation of the immediate section of the local highway network that would bring the proposed development into question.

2.5 Sustainable Transport Connections

Walking and Cycling

2.5.1 As already noted, the Ash Road North site has good footway connections to the surrounding Industrial Estate. Footways are available on both sides of Ash Road North for much of the site frontage and are approximately 1.8-2.0m in width. Street lighting is also present to both sides of the carriageway.

2.5.2 The Institute of Highways & Transportation (IHT) guidance 'Providing for Journeys on Foot' suggests that a 1.0km walk catchment represents an 'acceptable' walk distance for commuting purposes, with a 'preferred maximum' catchment being 2.0km.

2.5.3 **Figure TS4** to this report illustrates a 2.0km walking iso-distance catchment measured from the centre of the Ipsen Biopharm Limited site

and demonstrates that such walking catchment includes for much of the rest of Wrexham Industrial Estate.

2.5.4 In addition to walking opportunities, it is generally accepted that the pedal cycle represents a practical alternative travel option to the private car for journeys of up to 5km (particularly for commuting journeys). **Figure TS5** to this report illustrates a 5km cycle iso-distance catchment measured from the centre of the Ipsen Biopharm Limited site and demonstrates that such a cycle catchment includes for parts of the outskirts of Wrexham including parts of Borrass and Rhosnesni.

2.5.5 Details of available local cycling routes and connections are illustrated in **Figure TS6** to this report and demonstrate that a number of traffic free cycle routes are available within a short cycle ride of the site.

Access to Buses

2.5.6 A number of existing local bus services operate within the vicinity of the Ipsen Biopharm Limited site. A simple flag post bus stop is available on Ash Road North approximately 65m south of the main site access point, with a further bus stop incorporating bus shelter available approximately 270m south of the main staff/visitor Ipsen Biopharm Limited site access point. These local stops lie well within a 400m walk of the site, which is considered to represent an acceptable walking distance to bus services. Existing bus routes serving local stops are summarised in **Table TS2.1** below. **Table TS2.1** demonstrates that regular connections are available from key local areas most notably including Wrexham town centre.

Table TS2.1 – Available Local Public Transport Connections

Route Number	Route Description	Peak hour frequency	Day Time Frequency
41	Wrexham – Queensway – Wrexham Industrial Estate	15-20 mins	Hourly
42	Wrexham – Stockwell Grove – Wrexham Industrial Estate	Hourly	Hourly

2.5.7 It should be noted that service 41 in particular provides a frequent service during the traditional peak rush hour periods at the beginning and start of

the day to and from Wrexham, via the residential area of Queensway. This could provide a viable alternative to the private car as a mode of transport for staff and visitors to the site, especially as it operates early in the morning and late at night and could therefore offer a means of travel for shift workers.

Summary

- 2.5.8 Overall it is concluded that the Ash Road North site represents a sustainable location for industrial development. The site is located on a well-established Campus within an existing industrial estate, providing access to existing regular public transport connections and is surrounded by good quality walk/cycle infrastructure. Such locational characteristics provide opportunities to meet the sustainable planning objectives of promoting opportunities for the use of alternative modes to the private car and managing the overall traffic impact associated with the proposed new development.

3.0 DESCRIPTION OF THE DEVELOPMENT PROPOSALS

3.1 Overview

3.1.1 The proposed development comprises the construction of a 3-storey building, incorporating a new process area and office accommodation at the Ipsen Biopharm Limited site, Ash Road North, Wrexham Industrial Estate. The proposed new building would replace the existing single-storey Unit 55 warehouse, which will be demolished as part of the recently approved P/2017/0305.

3.1.2 The new Unit 55 development would provide 3,760sqm GFA B1/B8 use over 3 storeys, replacing the existing circa 1,000sqm GFA existing Unit 55 office accommodation. The development scheme would therefore result in a total of 2,760sqm GFA additional floor space. A masterplan of the development scheme is provided in **Lovelock Mitchell Architects Drawing IPU55-LMA-XX-XX-DR-A-1002** attached to this report.

3.2 Highway Access Arrangements

3.2.1 Staff/visitor access to the proposed replacement Unit 55 from the public highway network would continue via the northern most bellmouth access point. Given that this existing access point has operated with no evidence of road safety or capacity issues, it is considered that this approach is entirely acceptable.

3.2.2 Service vehicle access to the proposed replacement Unit 55 from the public highway network would be via the existing gated access point at the site's north-eastern boundary. A sliding gate and intercom system would be installed at this access point, and would be set back from the Ash Road North highway to enable an articulated vehicle to wait off the public highway when arriving on-site. This service access would serve Unit 55 only, and is anticipated to accommodate 4 HGVs (4 in + 4 out) a week.

3.3 Car Parking

- 3.3.1 The proposed new Unit 55 would result in the loss of 52 car parking spaces in order to accommodate the new building footprint and service yard. It is acknowledged that the current Ipsen Biopharm Limited site car park is operating close to capacity, and accordingly the 52 car parking spaces lost as a result of the new Unit 55 building are proposed to be replaced at an unused area of hardstanding located at the warehouse building on the eastern side of Ash Road North (see **Lovelock Mitchell Architects Drawing IPU55-LMA-XX-XX-DR-A-1001** – Site Plan as Existing, vs. **Lovelock Mitchell Architects Drawing IPU-LMA-XX-XX-DR-A-1004** – Proposed Additional Car Parking, attached to this report).
- 3.3.2 The proposed replacement Unit 55 would not require any new staff to be employed at the site, and would simply accommodate staff currently based in the existing Unit 55 / elsewhere on the Ipsen Campus. It is therefore not considered that any additional parking over and above existing provision is required at the site.
- 3.3.3 As no new staff would be employed at the new Unit 55 building, it is not proposed that any new cycle parking spaces would be provided. The Ipsen campus already provides numerous cycle parking opportunities which are not currently maximised. In the event of cyclist demand exceeding available parking provision, Ipsen Biopharm Limited would provide additional cycle parking spaces

3.4 Vehicle Servicing

- 3.4.1 As identified in section 3.2 the proposed site layout includes a service yard to the rear of the building. This service yard has been designed to accommodate large articulated HGVs and so would be fully capable of accommodating the likely service requirements of the proposed use (i.e. 4 HGVs per week). Access to the service yard would be via the existing gated access point at the site's north-eastern boundary. Swept path assessment of this service access is provided in **Axis Drawings 2175-01/ATR101-102** to this report.

4.0 DEVELOPMENT TRIP GENERATION

4.1 Trip Demand Estimates

4.1.1 As noted in section 3, the proposal scheme seeks to deliver a replacement Unit 55 building. The new building would comprise a 3-storey unit incorporating 3,760sqm GFA process area and office accommodation, replacing the existing circa 1,000sqm GFA Unit 55 building.

4.1.2 Traffic levels associated with the proposed development scheme would be strictly limited, as no new staff are proposed to be employed as part of the scheme. The only new trips associated with the redevelopment of Unit 55 would therefore be associated with service vehicle movements to/from the unit, which would be limited to 4 HGVs (4 in + 4 out a week, noting that the existing Unit 55 already accommodates 3 HGVs – 3 in + 3 out per week). Such additional service vehicle movements would not result in any noticeable impact upon local network operating conditions.

5.0 SUMMARY

5.1 Introduction

5.1.1 This Transport Statement has been prepared by Axis on behalf of Ipsen Biopharm Limited in support of a planning application related to proposals for the construction of a 3-storey building, comprising a new process area and office accommodation at the Ipsen Biopharm Limited site, Ash Road North, Wrexham Industrial Estate. The proposed new building would replace the existing single-storey Unit 55 warehouse, which will be demolished.

5.1.2 The project would see the replacement of the existing Unit 55 with a 3-storey building, comprising 3,760sqm GFA process area and office space.

5.2 Site Location & Existing Highway Conditions

Site Location

5.2.1 The Ipsen Biopharm Limited site is located within the existing Wrexham Industrial Estate area, which lies to the east of the settlement of Wrexham. The site itself is bounded on all sides by existing industrial estate land uses, and the route of Ash Road North to its eastern frontage.

5.2.2 The Ash Road North carriageway is constructed to a width of c7.0m in the immediate vicinity of the proposal site, and includes footways to both sides that are approximately 1.8-2.0m in width. The route also includes street lighting to both sides of the carriageway.

5.2.3 The existing site is accessed via three priority controlled bellmouth access junctions, all off Ash Road North, circa 65-80m apart, and a drop kerb access off Ash Road North close to the site's north-eastern boundary. Main staff and visitor access is via the northern most bellmouth access point only, with all other accesses being gated and locked shut.

Personal Injury Accident Records

- 5.2.4 Personal Injury Accident data (PIA) for the local highway network to the site has been obtained for the most recent five-year period of January 2012 – December 2016. Review of this information has identified that no accident incidents have been recorded at or within 50m of any of the existing site access points. One slight accident was recorded at the Ash Road North / Coed Aben junction and one serious accident at the Coed Aben / Clywedog Road junction. Overall it is concluded that the review of road traffic incident data has demonstrated that there are no material highway safety issues within the vicinity of the site that would bring the proposed development into question.

Site Accessibility

- 5.2.5 The Ipsen Biopharm Limited site is within a short walk of regular public transport connections, and is surrounded by good quality walking and cycling infrastructure. Such locational characteristics provide opportunities to meet the sustainable planning objectives of promoting opportunities for the use of alternative modes to the private car and managing the overall traffic impact associated with the proposed new development.

5.3 Description of the Development Proposals

- 5.3.1 The proposed development comprises the construction of a 3-storey building to replace the existing Unit 55 structure at the Ipsen Biopharm Limited Site, Wrexham Industrial Estate. The new Unit 55 development would provide 3,760sqm GFA B1/B8 use over 3 storeys, replacing the existing circa 1,000sqm GFA existing Unit 55 office accommodation. The development scheme would therefore result in a total of 2,760sqm GFA additional floor space.
- 5.3.2 Staff/visitor access to the proposed replacement Unit 55 from the public highway network would continue via the northern most bellmouth access point. Service vehicle access to the proposed replacement Unit 55 from

the public highway network would be via the existing gated access point at the site's north-eastern boundary.

5.3.3 There would be no net change in total car park provision at the Ipsen Biopharm site. This approach is considered entirely appropriate as the proposed replacement Unit 55 would not require any new staff to be employed at the site, and would simply accommodate staff currently based in the existing Unit 55 / elsewhere on the Ipsen Campus.

5.3.4 The proposed site layout includes a service yard which has been designed to accommodate large articulated HGVs to the rear of the building.

5.4 **Development Trip Generation**

5.4.1 The proposed new Unit 55 building would not require any new staff to be employed at the site. The only new trips associated with the redevelopment of Unit 55 would be associated with service vehicle movements to/from the unit, which would be limited to 4 HGVs (4 in + 4 out) per week, noting that the existing Unit 55 currently accommodates 3 HGVS (3 in + 3 out) per week. The development would therefore not give rise to a material level of traffic, and would not have any noticeable impact upon local highway network operation.

5.5 **Conclusions**

5.5.1 It is concluded that the development of a replacement Unit 55 building providing an additional 2,760sqm GFA floor space would not result in a detrimental impact on the local highway network, either in operational or highway safety terms.



DRAWINGS

Figured dimensions are to be used in all case.
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.

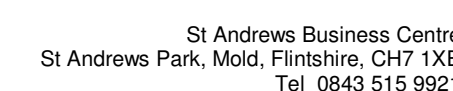
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Ipsen
Site Area
3.94 hectare
9.74 acres

**Site of existing Unit 55
(to be demolished
under a separate
Planning Application
Ref:- P/207/0305)**

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Title
Site Plan as Existing

LMA Project	Drawing number	Rev.
1419	IPU55-LMA-XX-XX-DR-A-1001	P01

Item 1	Technical Dept - Pilot Plant
Item 2	Temporary Offices
Item 3	Seed Facility
Item 4	11KV Substation
Item 5	Standby Generators
Item 6	Chiller Units
Item 7	Security Lodge
Item 8	UPS for U10 Freeze Dryers
Item 9	Security Turnstiles
Item 10	Segregated Waste Locations
Item 11	Switchroom

Unit 8	Offices and Warehouse
Unit 9	Main Building
Unit 10	Dysport Production Facility
Unit 11	Beaufour Laboratories
Unit 12	Production Facility
Unit 41	Offices & Engineering Workshop
Unit 42	Offices & Documentation Archive
Unit 43	Offices & Segregated Waste & Miscellaneous Storage
Unit 44	Offices & Storage
Unit 55	Warehouse

— Indicates extent of Site boundary

— Indicates adjacent Site boundary owned by IPSEN



Notes

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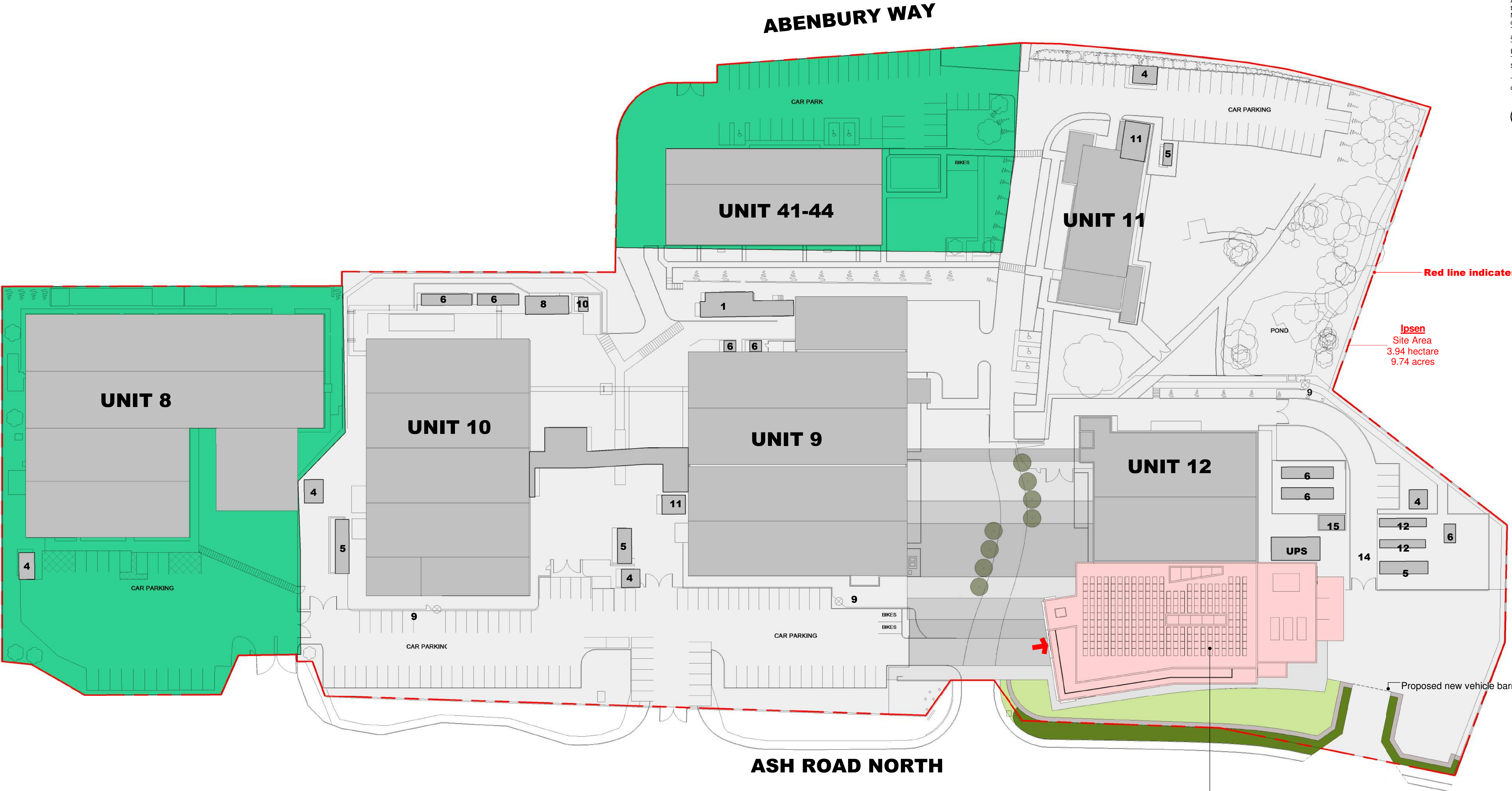
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Red line indicates site boundary

Ipsen
Site Area
3.94 hectare
9.74 acres

Proposed new vehicle barrier



Misc. Facilities

- Item 1 Technical Dept - Pilot Plant
- Item 2 Temporary Offices
- Item 3 Seed Facility
- Item 4 11KV Substation
- Item 5 Standby Generators
- Item 6 Chiller Units
- Item 7 Security Lodge
- Item 8 UPS for U10 Freeze Dryers
- Item 9 Security Tunnels
- Item 10 Segregated Waste Locations
- Item 11 Switchroom
- Item 12 New Chillers. Chiller compound min size 9.50m x 15.0m long
- Item 13 New Chillers Pump Room to house pumps, buffer vessel, local control panel of pressurization unit / vessels (approx 4.0m x 5.0m)
- Item 14 Gantry for chiller pipe work, generator cables and feed cables for chillers
- Item 15 Water chiller plant

Building Units

- Unit 8 Offices and Warehouse
- Unit 9 Main Building
- Unit 10 Dysport Production Facility
- Unit 11 Beaufort Laboratories
- Unit 12 Production Facility
- Unit 41 Offices & Engineering Workshop
- Unit 42 Offices & Documentation Archive
- Unit 43 Offices & Segregated Waste & Miscellaneous Storage
- Unit 44 Offices & Storage
- Unit 55 Warehouse

Key

- Indicates extent of Site boundary
- Indicates adjacent Site boundary owned by IPSEN
- Indicates land owned by others within site boundary

Proposed Unit 55

P01	Issued for Planning	ST	EM	09.06.17
Rev.	Revision description	Drawn	Checked	Date



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Project

Ipsen Unit 55
Wrexham

Title

Site Plan as Proposed

LMA Project	Drawing number	Rev.
1419	IPU55-LMA-XX-XX-DR-A-1002	P01

Notes

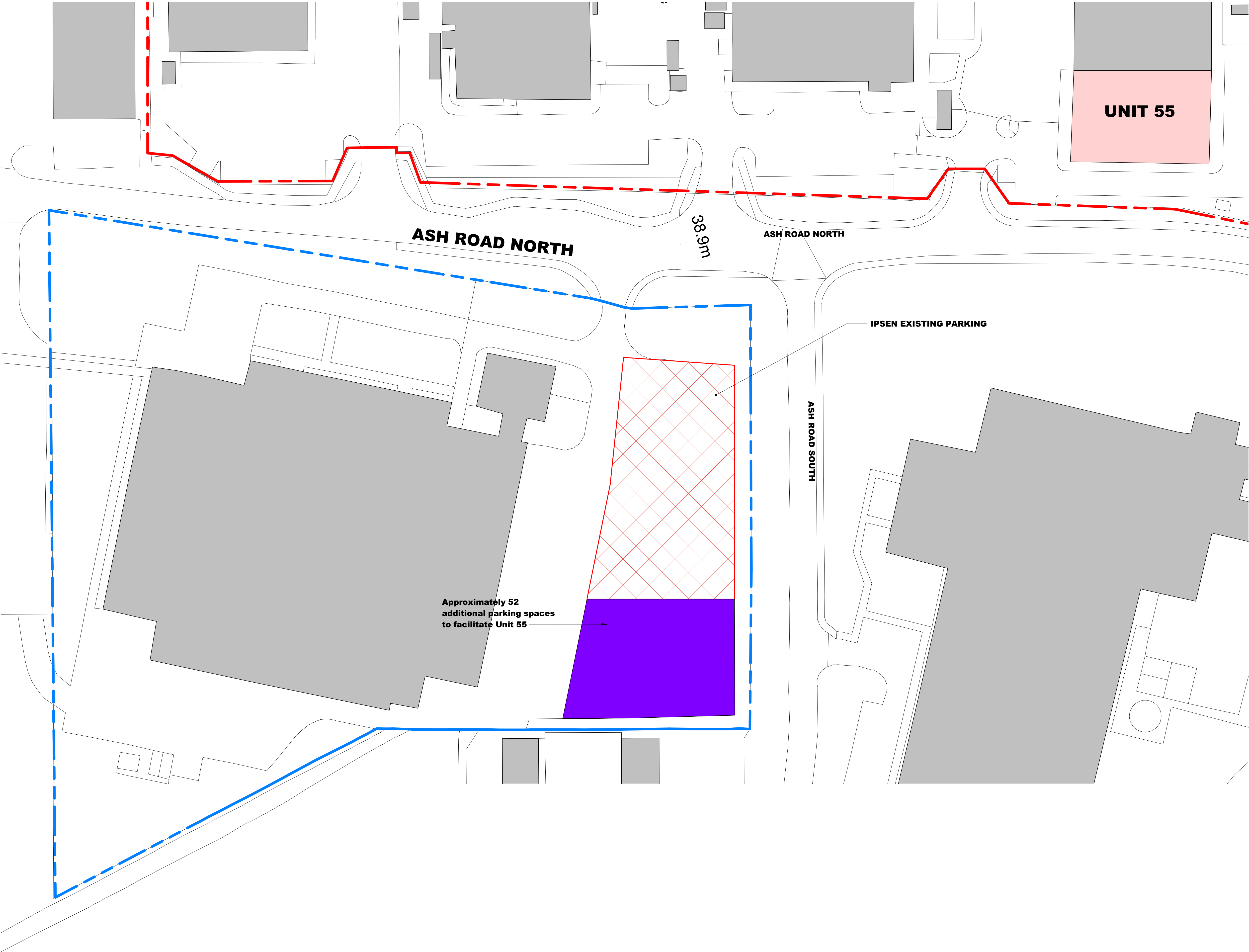
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- Parking**
- EXISTING PARKING
- PROPOSED PARKING



P01	Issued for Planning	ST	EM	09.06.17
Rev.	Revision description	Drawn	Checked	Date
Lovelock Mitchell Architects 3 Stanley Street, Chester, CH1 2LS Tel +44 (0) 1244 404321 St Andrews Business Centre St Andrews Park, Mold, Flintshire, CH7 1XB Tel 0843 515 9921 e-mail: admin@lovelockmitchell.com web: www.lovelockmitchell.com				

Project
Ipsen Unit 55
Wrexham

Title
Site Plan - Proposed Additional Car Parking

LMA Project	Drawing number	Rev.
1419	IPU55-LMA-XX-XX-DR-A-1004	P01

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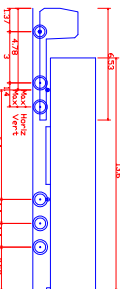
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This drawing has been prepared for feasibility purposes and does not represent a construction plan.

All design aspects to be confirmed at the appropriate detailed design stage.

Revision History

Date	
A	desc
B	desc
C	desc
D	desc
E	desc
F	desc
G	desc
H	desc
I	desc
J	desc



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.5m
Overall Width 3.58m
Overall Body Height 3.58m
Max Track Width 2.50m
Lock to lock time 6.55m

Client Details

Waterside Engineering
74 Waterside Lane
Chelmsford
CM1 3EB

0844 870 007 - www.axisped.co.uk

Client

Ipsen Biopharm Limited

Project

Proposed Replacement Unit 55

Drawing Title

Swept Path Assessment
Articulated Vehicle - Loading Bay 1

Scale/Scale

date: 09.06.17

drawn by:

checked:

drawing number:

2175-01/ATRI-01

KG

status:

Information

rev:

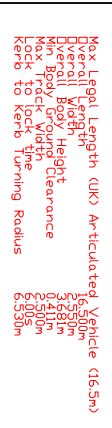
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axis

Planning environment design



This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

[illegible]

planning environment design





FIGURES



Figure TS1

Site Location: Strategic Context

2175-01

Ipsen Biopharm, Wrexham Industrial Estate

May 2017

axis

Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB



Figure TS2

Site Location: Strategic Context

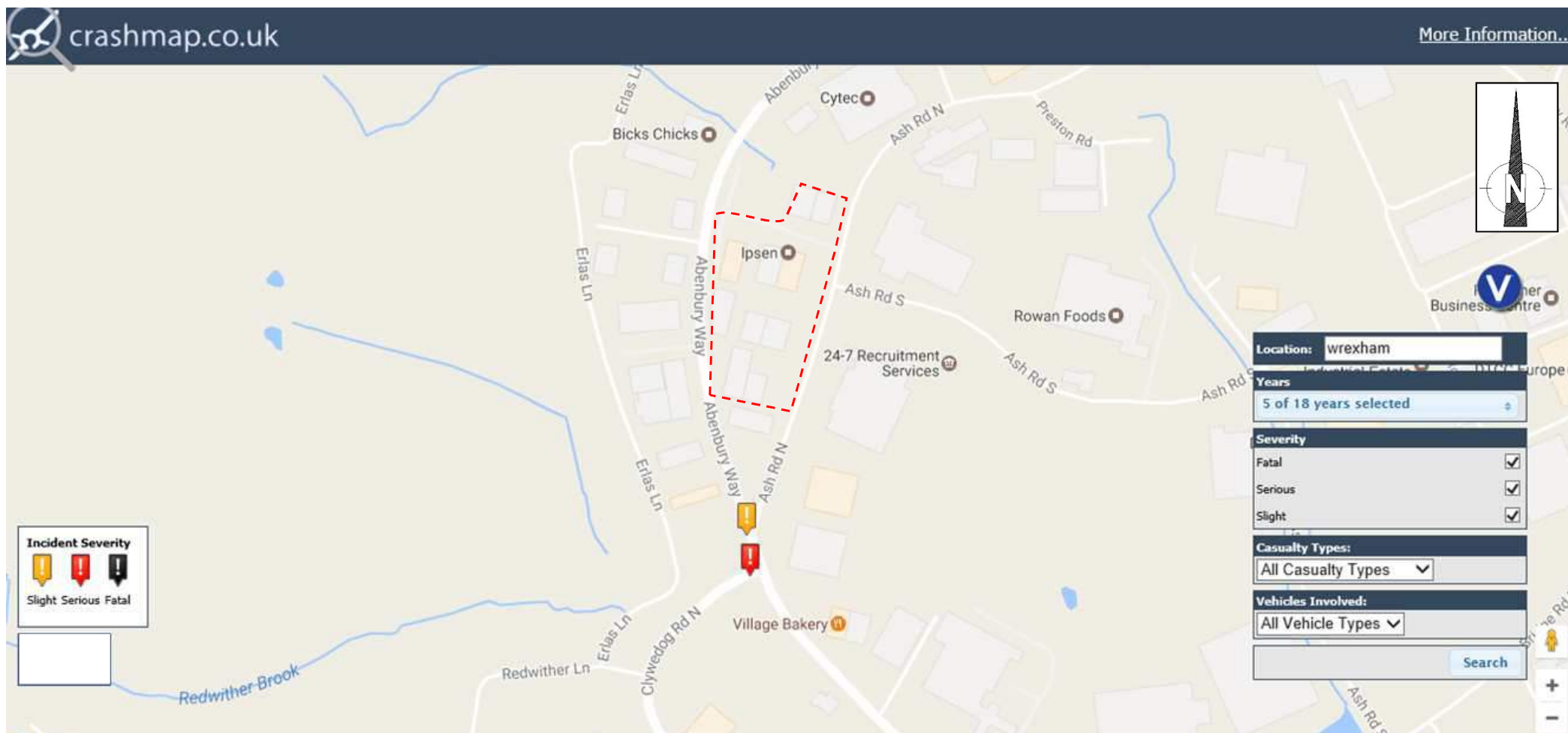
2175-01

Ipsen Biopharm, Wrexham Industrial Estate

May 2017

axis

Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB



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Figure TS3

Site Location: Strategic Context

2175-01

Ipsen Biopharm, Wrexham Industrial Estate

May 2017



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

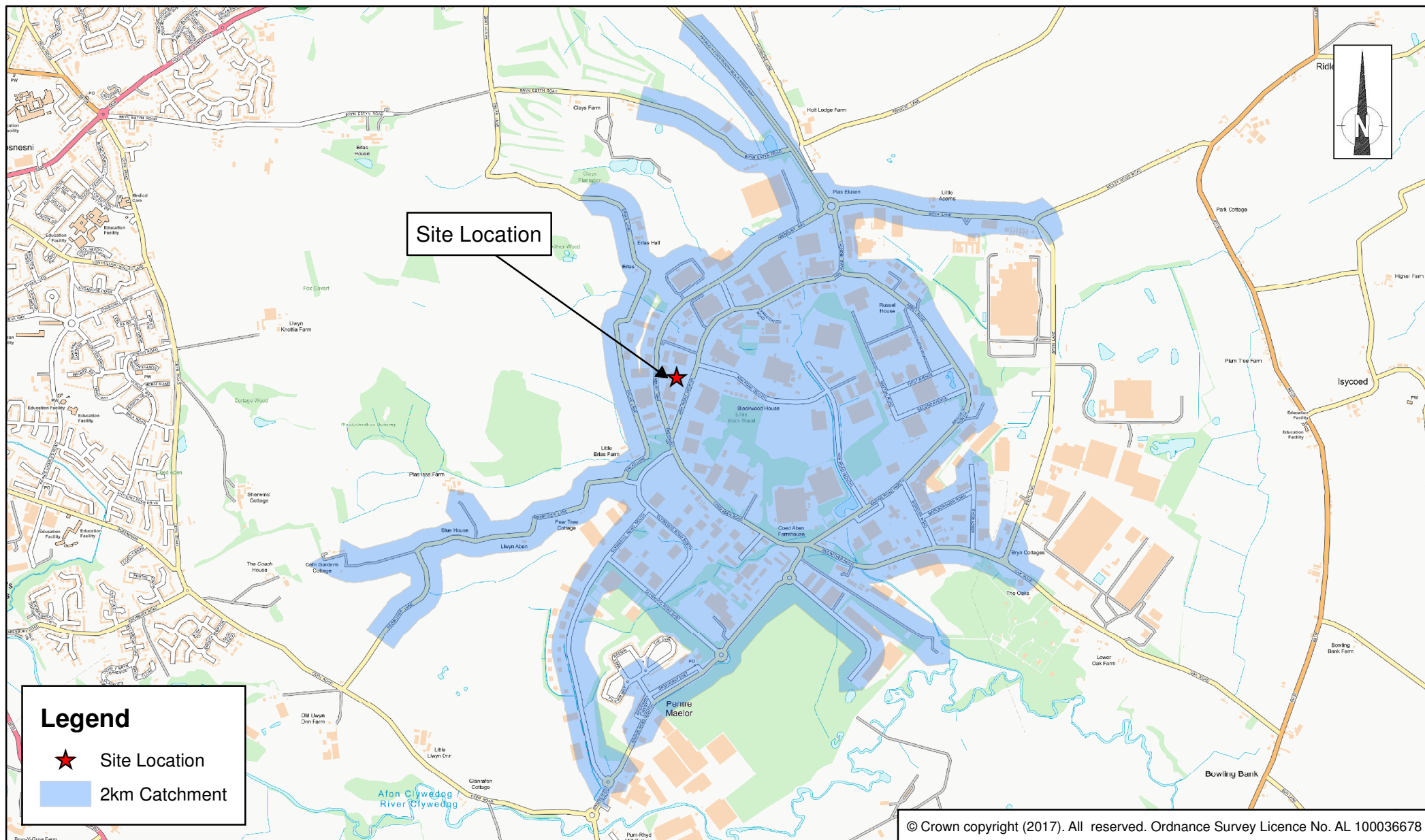


Figure TS4

2km Walking Catchment

2175-01

Ipsen Biopharm, Wrexham Industrial Estate

May 2017



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

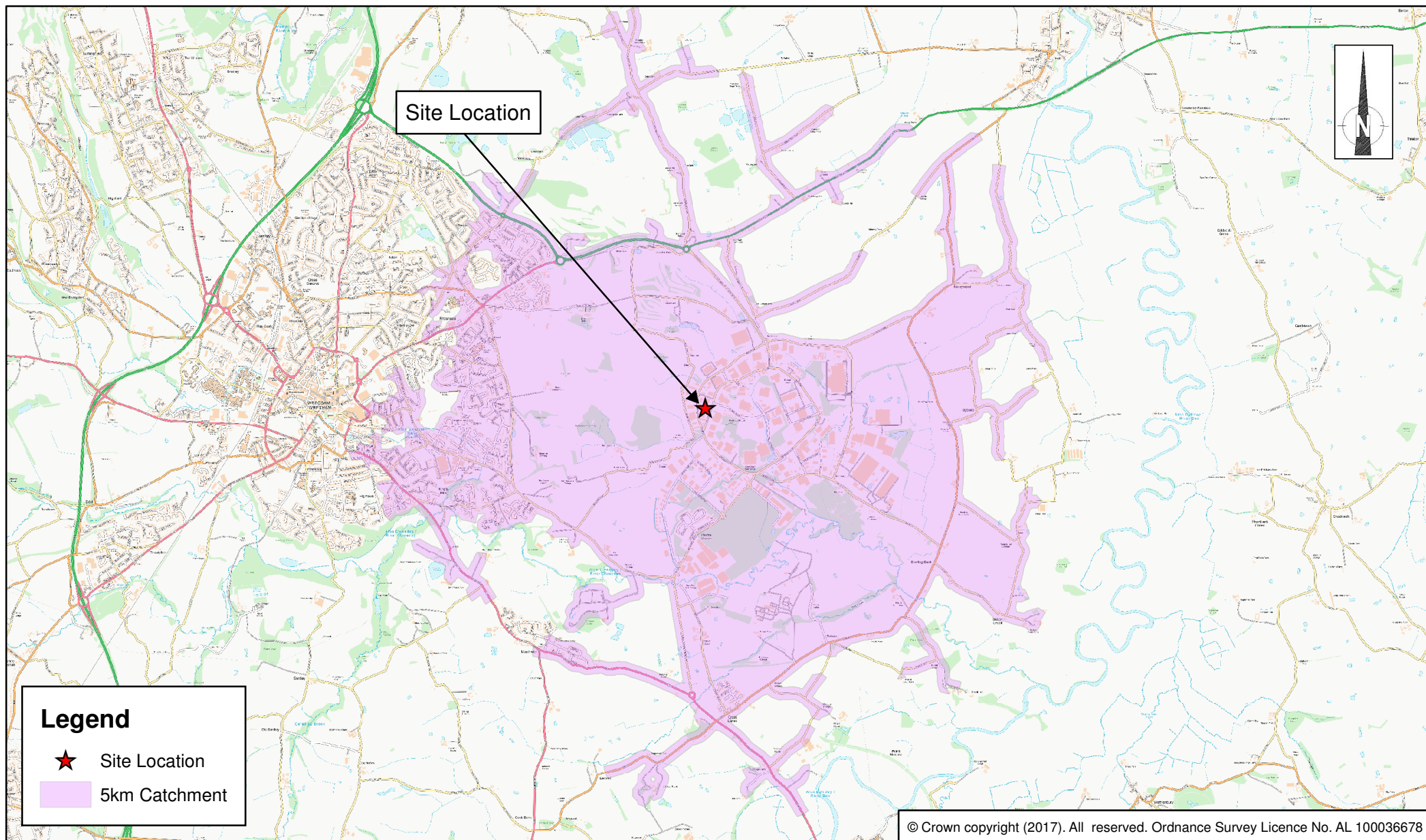


Figure TS5

5km Cycling Catchment

2175-01

Ipsen Biopharm, Wrexham Industrial Estate

May 2017



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

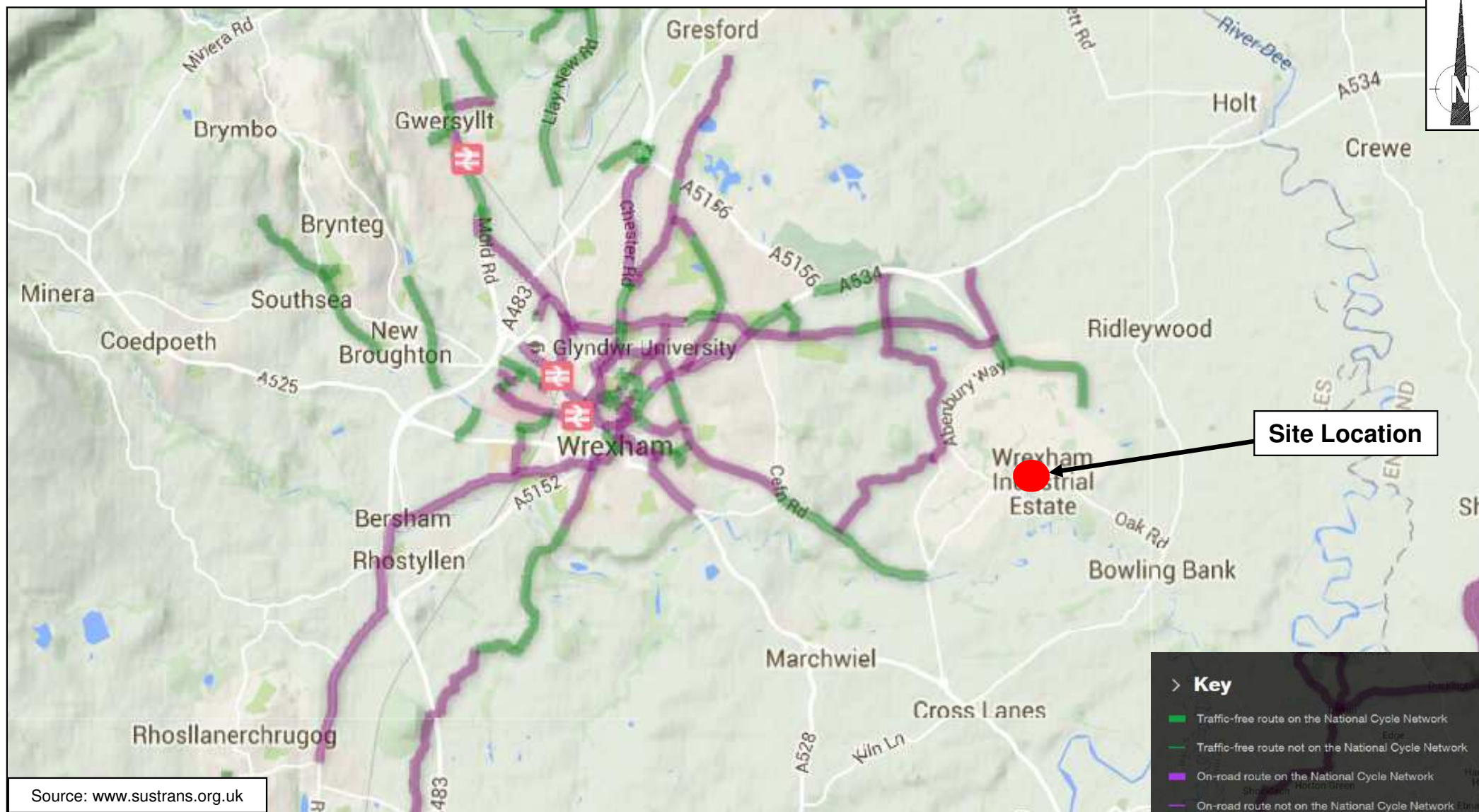


Figure TS6

Local Cycle Routes

2175-01

Ipsen Biopharm, Wrexham Industrial Estate

May 2017

axis

Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB



APPENDICES



APPENDIX TS1



crashmap.co.uk

Crash Date: Tuesday, September 24, 2013 **Time of Crash:** 10:30:00 AM **Crash Reference:** 201360P158771

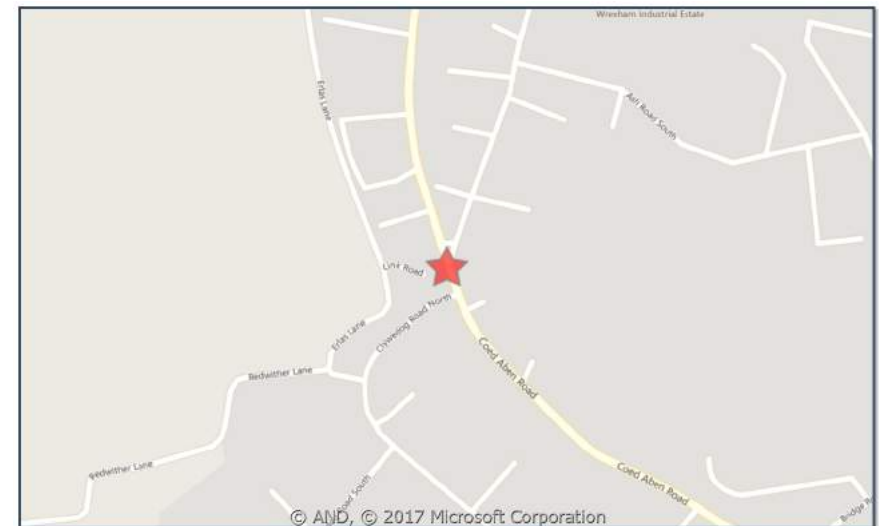
Highest Injury Severity: Slight
Highway Authority: Wrexham
Local Authority: Wrexham
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 337420 349950



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is in the act of turning left	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is waiting to turn left	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date:	Tuesday, July 22, 2014	Time of Crash:	12:15:00 PM	Crash Reference:	201460R112306
Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Wrexham			Number of Vehicles:	1
Local Authority:	Wrexham			OS Grid Reference:	337423 349899
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Male	46 - 55	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions