Ipsen Rear NDP Building HGV Access

Highways Technical Note 02 v2

Ash Road North, Wrexham Industrial Estate

Prepared for: Ipsen Biopharm Ltd

12 March 2026

5246-HTN02 v2

1.0 INTRODUCTION

1.1 Overview

1.1.1 Axis have been appointed by Ipsen Biopharm Ltd ('the Applicant') to provide highways and transport advice in relation to a planning application for the Ipsen Rear NDP Building HGV Access ('the Proposed Development'). The scheme comprises the formation of a new HGV site access ('the Site') to serve the rear of the recently approved / constructed New Drugs Product (NDP) building located to the east of Ash Road North, Wrexham Industrial Estate.

1.1.2 The purpose of this Highways Technical Note (HTN) is to inform Wrexham County Borough Council (WCBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.

1.2 Report Structure

1.2.1 The remainder of this HTN is structured as follows:

i) **Chapter 2** describes the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;
ii) **Chapter 3** describes the Proposed Development in detail; and
iii) **Chapter 4** summarises and concludes the report.

2.0 EXISTING CONDITIONS

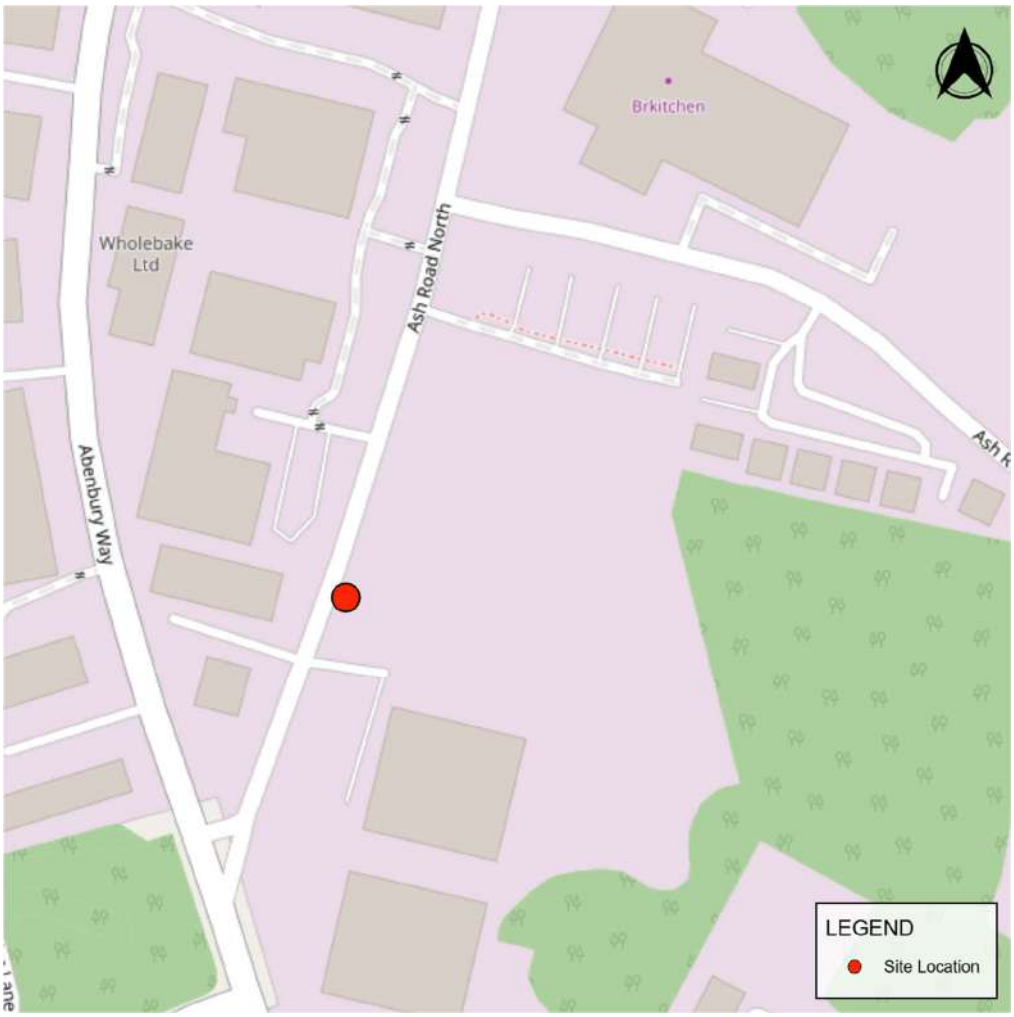
2.1 Introduction

2.1.1 This section of the HTN describes the existing conditions on and around the Site, focussing on the Site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Access Location

2.2.1 The proposed access is situated off Ash Road North to the southwest of the new NDP building and to the north of the access to Proserve / Milner Engineering Services Ltd. The location of the access point is shown on **Image 2.1** in the context of the local highway network.

Image 2.1– Site Location (Local Context)



2.2.2 The location of the proposed HGV access point is shown in **Image 2.2** in relation to the wider highway network.

Image 2.2 – Site Location (Wider Context)



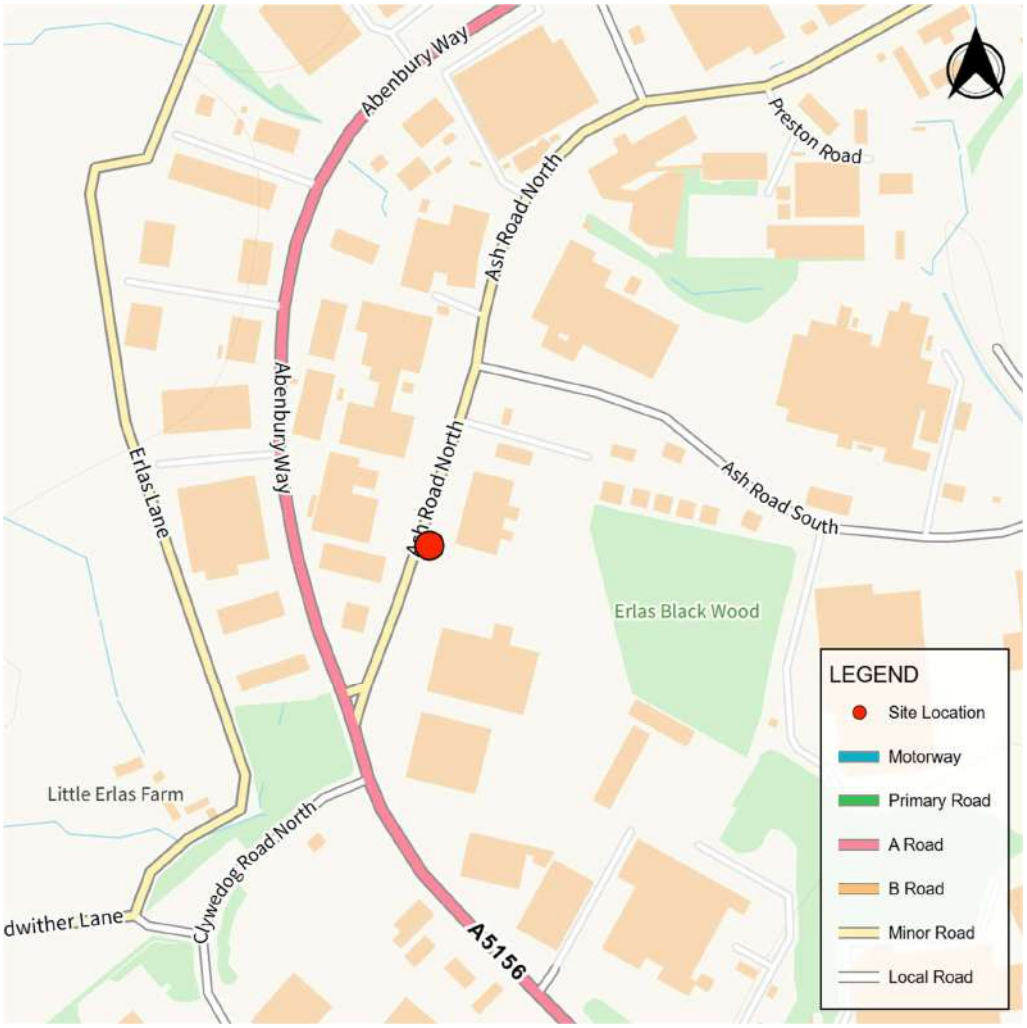
2.3 Existing Access Arrangements for the Site

2.3.1 Vehicular and pedestrian access to the Site can currently be achieved via a simple T-junction located off Ash Road North, to the north of the proposed HGV access location. This also serves the main car park for the wider Ipsen complex.

2.4 Local Highway Network

2.4.1 The following subsections describe the local highway network in the vicinity of the Site, with reference to **Image 2.3**.

Image 2.3 – Local Highway Network



Ash Road North

2.4.2 Ash Road North is a single lane two-way industrial road which runs in an approximately north / south direction within the vicinity of the Site. The road runs from the North Road / Ash Road North priority-controlled junction to the south of the Site to the Ash Road North / Abenbury Way / Bryn Lane / Industrial Estate Road roundabout circa 1.2 km to the north-east.

2.4.3 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 is regularly spaced street lighting on both sides of the road and the road is subject to a mandatory 30mph speed limit, recently reduced from 40mph.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the Department for Transport Road Safety Statistics. Data has been extracted for the most recently available complete 5-year period, which is 2020-2024 inclusive. The location and severity of the accidents are shown on **Image 2.4**:-

Image 2.4 – Personal Injury Accident Map Extract (2020-2024 Inclusive)



2.5.2 Review of **Image 2.4** demonstrates that no incidents have been recorded within the general vicinity of the Site between 2020 and 2024 (inclusive).

2.5.3 The existing road safety record does not therefore cause a material concern in the context of the Proposed Development.

3.0 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 This planning application is for the formation of a new HGV access off Ash Road North to serve the recently approved / constructed NDP manufacturing facility at the Ipsen complex.

3.1.2 The proposed site access arrangement is shown on **Lovelock Mitchell Architects Drawing IMC-LMA-01-XX-DR-A-7101-P1** in **Appendix A** to the rear of this report.

3.2 Proposed Arrangements

3.2.1 The proposed access would comprise a simple priority-controlled junction which is intended to serve HGV traffic accessing the rear of the new building. The access has been designed to accommodate left out and right in HGV movements only, so that HGVs would only be able to route via a southerly direction on Ash Road North.

3.2.2 The access has been designed to ensure that left out HGV movements from the Site will be able to turn out fully into and within the southbound carriageway lane of Ash Road North, and will not cross over into the opposing northbound carriageway lane.

3.2.3 The detailed access arrangement and swept path analysis demonstrating HGV manoeuvrability are presented on **Drawing 5246-D07B** in **Appendix A**.

3.2.4 The proposed arrangement would operate as a single-track access, allowing only one HGV to be able to use the access at once. This is based on the extremely low number of forecast HGV delivery movements that will need to access the rear of the NDP building per week (see the following sub-section for more details).

3.2.5 With respect to the achievable junction visibility splays, the **Drawing 5246-D07B** in **Appendix A** demonstrates that the following level of junction visibility will be achievable from the proposed access:

i) 2.4m x 90m to the north; and
ii) 2.4m x 90m to the south.

3.2.6 These visibility splays are wholly in accordance with the prevailing design standards set out in Table A of Annex B of TAN18 (i.e. 90m splays in a 30mph zone where the road traffic speed is not known).

3.2.7 It should be noted that the visibility splays will be achievable within land owned by the Applicant or within the publicly adopted highway boundary, and there are therefore no third-party land constraints.

3.3 HGV Trip Generation

3.3.1 The operations at the NDP building require the delivery of only 2 bulk tankers of gas per week (i.e. 4 two-way trips per week).

3.3.2 Under the currently approved access arrangements, these movements would otherwise have to route through the existing site access, located to the north of the proposed access, and through the staff car park, to reach the rear of the NDP building.

3.3.3 The formation of the proposed access will allow these movements to be separated from other staff-based car movements and pedestrian movements within the car park, thus improving safety for Ipsen's staff and visitors.

3.3.4 Nonetheless, given the low frequency of bulk gas tanker movements per week, there will never be a situation whereby two HGVs would ever need to use the access simultaneously. Therefore, the design of the proposed access, as a single-track access designed to cater for one HGV at a time, is appropriate, and commensurate with the scale and nature of the low forecast usage.

3.4 Potential Future Intensification Safeguards

3.4.1 It is however recognised that a theoretical situation could arise in the future, whereby Ipsen vacate the NDP building, and another occupier comes onto the wider site with differing (greater) HGV servicing requirements. Given that planning permission runs with the land and not the occupier, additional controls may therefore be deemed necessary to prevent future intensification of the proposed access that are greater than the Applicant's requirements.

3.4.2 To protect against the potential for this to occur, in perpetuity, it is proposed that a restrictive condition could be imposed on any grant of permission for the proposed access. The following suggestion wording is therefore suggested for consideration:-

"The access hereby approved shall be used for HGV servicing movements only and HGV movements shall not exceed 6 round trips (3 movements in, 3 movements out) in any weekly period, unless otherwise agreed in writing in advance with WCBC"

3.4.3 This condition wording allows a small amount of extra headway over and above the forecast HGV movements (1 extra delivery per week), and is respectfully put to WCBC as a starting point for discussion / agreement. It can be confirmed that the Applicant is willing to consider some other form of control or condition wording to achieve the same aim.

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

4.1.1 Axis have been appointed by Ipsen Biopharm Ltd ('the Applicant') to provide highways and transport advice in relation to a planning application for the Ipsen Rear NDP Building HGV Access. The scheme comprises the formation of a new HGV site access to serve the rear of the recently approved / constructed New Drugs Product (NDP) building ('the Site'), located to the east of Ash Road North, Wrexham Industrial Estate.

4.1.2 Vehicular and pedestrian access to the NDP Building can currently be achieved via a simple T-junction located off Ash Road North, to the north of the proposed HGV access location.

4.1.3 Analysis of accident data has been undertaken for the local highway network within the most recently available 5-year period. No accidents were recorded. Therefore, the existing accident record does not present a material concern in the context of the Proposed Development.

4.1.4 The formation of the proposed access will allow HGV delivery / servicing movements to be separated from other staff-based car movements and pedestrian movements within the car park, thus improving safety.

4.1.5 Nonetheless, the operations at the NDP building require the delivery of only 2 bulk tankers of gas per week (4 two-way trips per week).

4.1.6 Therefore, given that there will never be a situation whereby two HGVs might meet one another at the access, it has been designed to cater for one HGV at a time. This is therefore commensurate with the scale and nature of the forecast usage.

4.1.7 It is suggested that a restrictive planning condition could be imposed on any grant of planning permission for the access which would prevent intensification of the proposed access in perpetuity. To this end, some suggested condition wording is included within this report as a starting point for further discussion / agreement.

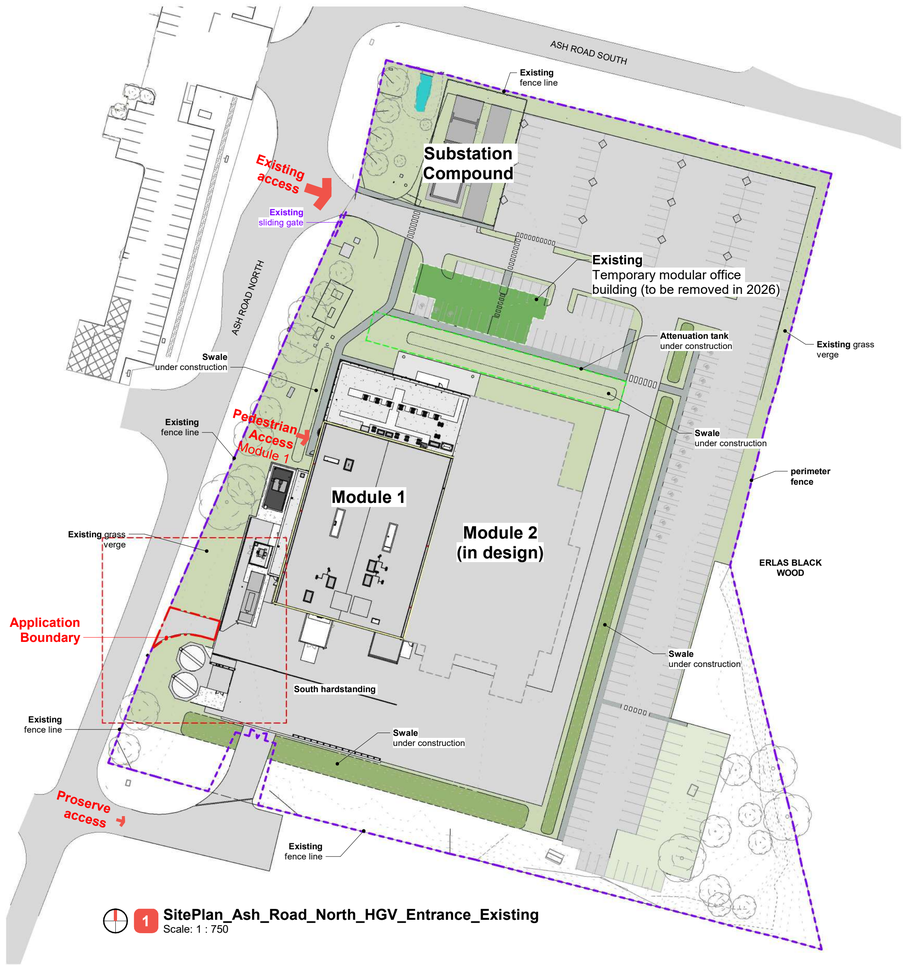
4.1.8 The access has been designed to satisfactorily cater for the movements of a HGV movement to turn left out / right into the access, based on swept path analysis. HGVs will be able to turn left from the access without crossing over into the opposite carriageway lane.

4.1.9 Suitable 2.4m x 90m junction visibility splays will be achievable from the proposed access, in accordance with the prevailing design standards within TAN 18.

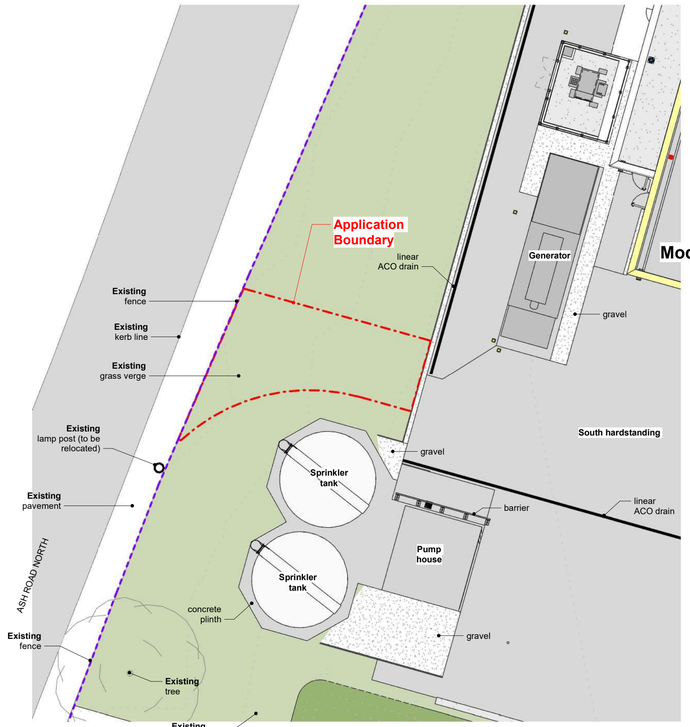
4.2 Conclusion

4.2.1 With regards to the evidence presented within this report, it is concluded that there should be no reason to withhold planning permission from a transport perspective.

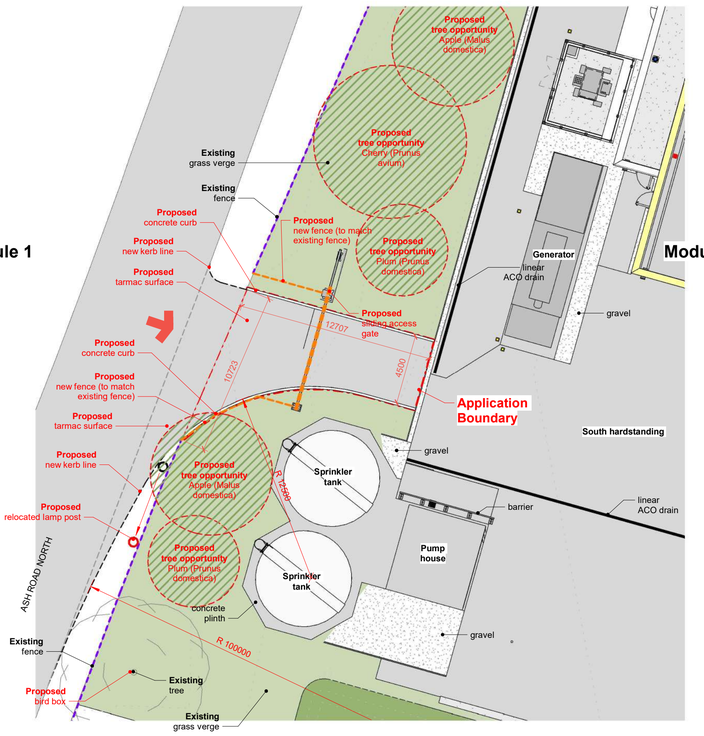
Appendix A – Drawings



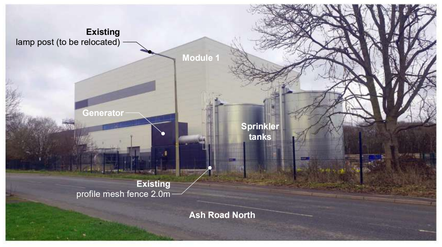
1 SitePlan_Ash_Road_North_HGV_Entrance_Existing
Scale: 1 : 750



2 Plan_Ash_Road_North_HGV_Entrance_Existing
Scale: 1 : 200

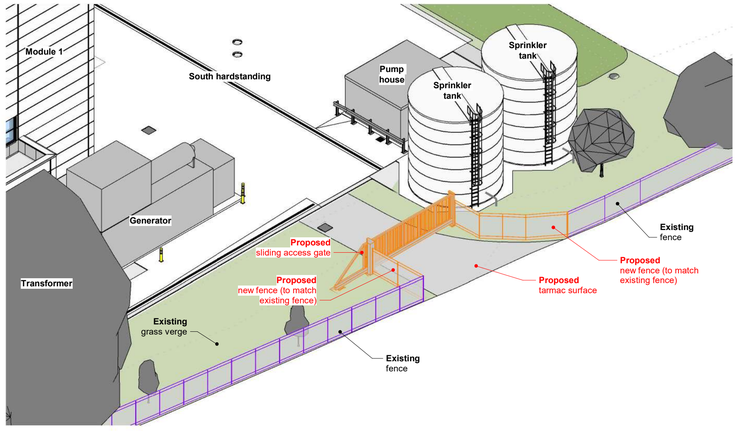


3 Plan_Ash_Road_North_HGV_Entrance_Proposed
Scale: 1 : 200

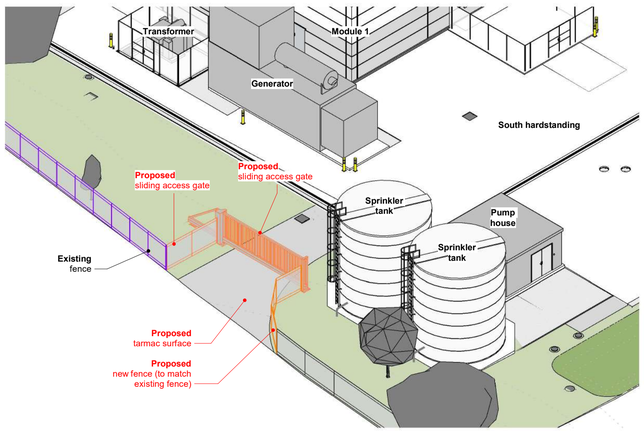




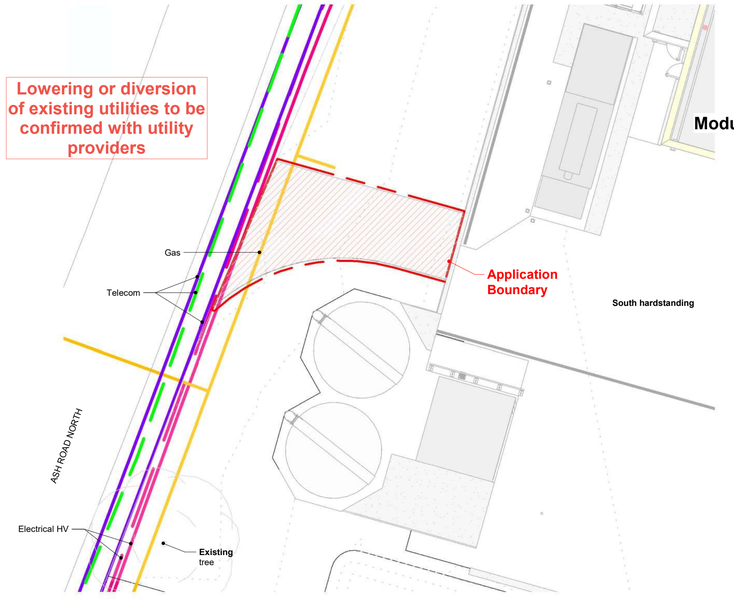
Ash_Road_North_HGV_Existing_Fence_and_Infrastructure



5 Axo1_Ash_Road_North_HGV_Entrance_Proposed



6 Axo2_Ash_Road_North_HGV_Entrance_Proposed



4 Plan_Ash_Road_North_HGV_Entrance_Existing_Utilities
Scale: 1 : 200

0 2 4 6 8m
1:200 @ A1

Notes:

- 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 works.
- Any discrepancies in dimensions should be clarified with the Architect prior to commencement of the works.
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Rev.	Date	Revision Description	Drawn	Checked
P2	260316	Tree opportunities added	GI	CR
P1	260310	First issue of Drawing	GI	CR

IMC | LMA | 01 | XX | DR | A
7101 | P2

Site_Plan
Ash_Road_North_Entrance

Multi Storey Car Park Wrexham

Status: A2

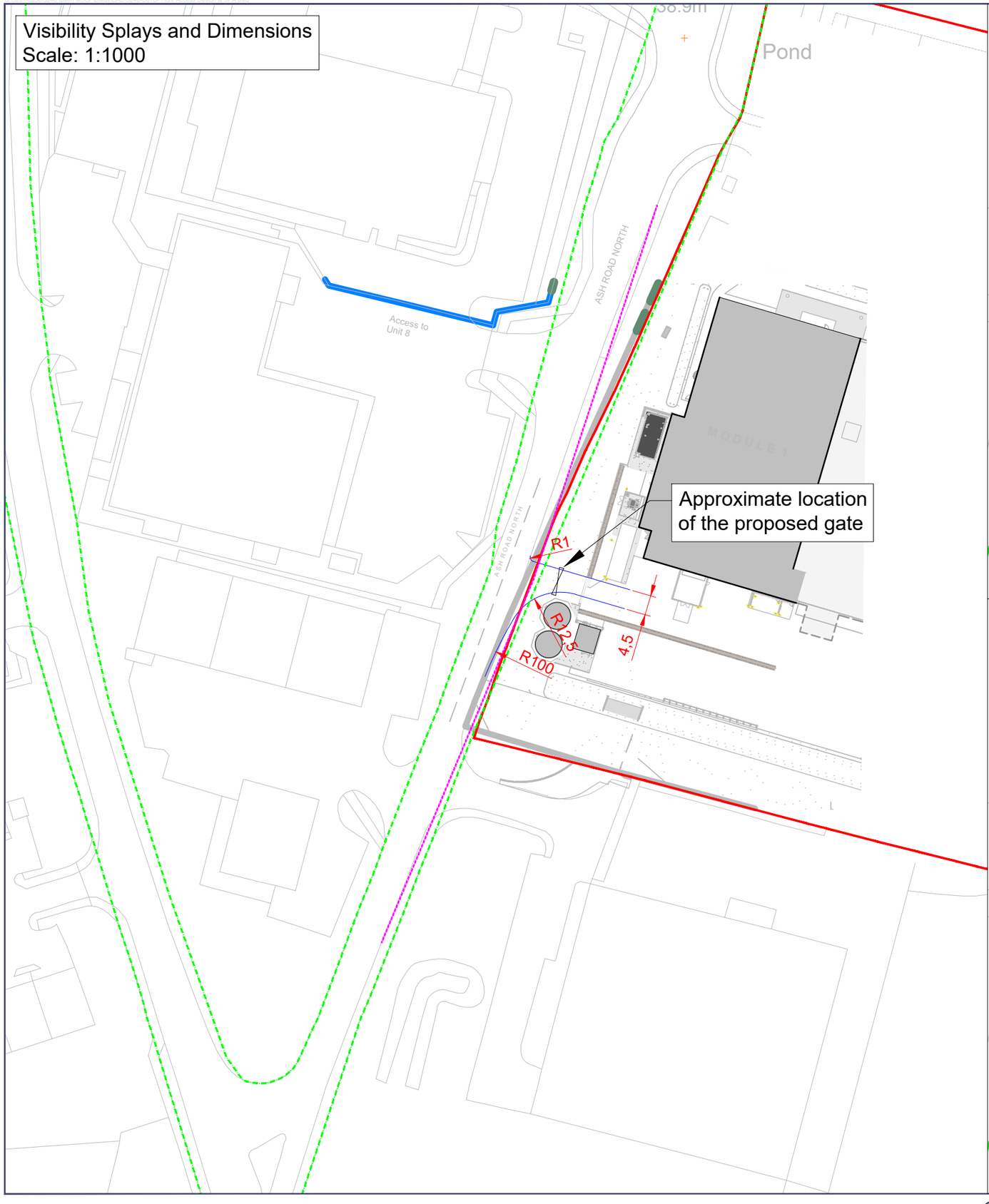
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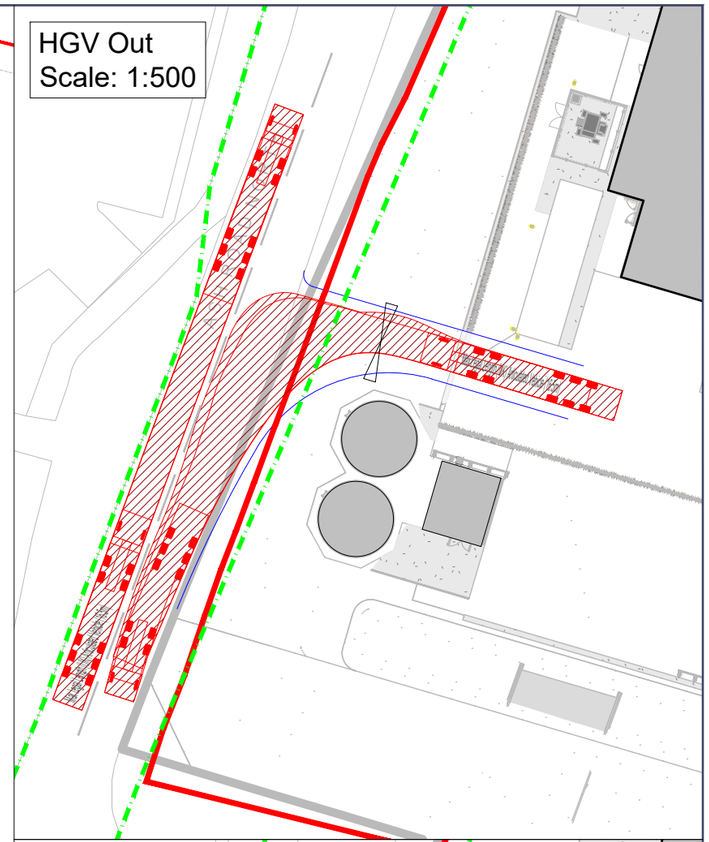
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Q:\5201-5250\5246 Ipsen MSCP\Dwgs\CAD\5246-D07B- HGV Access Design & SPA.dwg

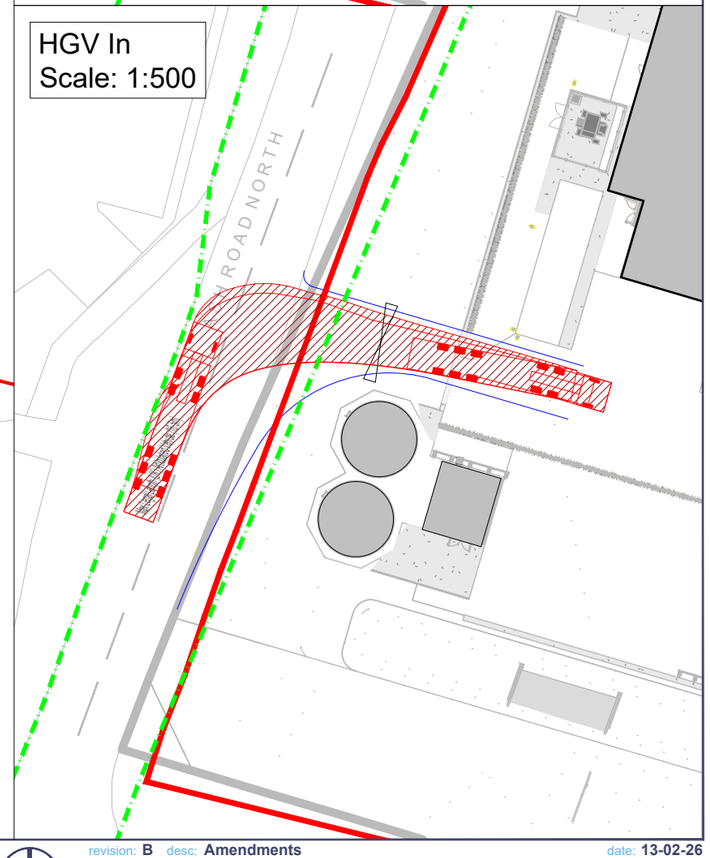
Visibility Splays and Dimensions
Scale: 1:1000



HGV Out
Scale: 1:500



HGV In
Scale: 1:500



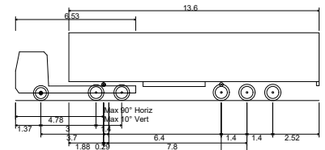
Site Boundary

Kerb Line

Highway Boundary

Visibility Splays (2.4m x 90m)

Vehicles used in tracking



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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revision: **B** desc: **Amendments** date: **13-02-26**

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Client
Ipsen Biopharm Ltd

Project
Ipsen MSCP

Drawing Title
HGV Access Design & Swept Path Assessment

Scale: **As Stated**
Status: **Preliminary**
Date: **28-10-25**
Drawn: **MK**
Checked: **LK**
Dwg no: **5246-D07**
Rev: **B**