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Transport Statement

Client: Ardagh Metal Packaging Ltd
Project: Ardagh Metal Packaging, Wrexham (Line 5 Extension)
Date: June 2026



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1. Introduction

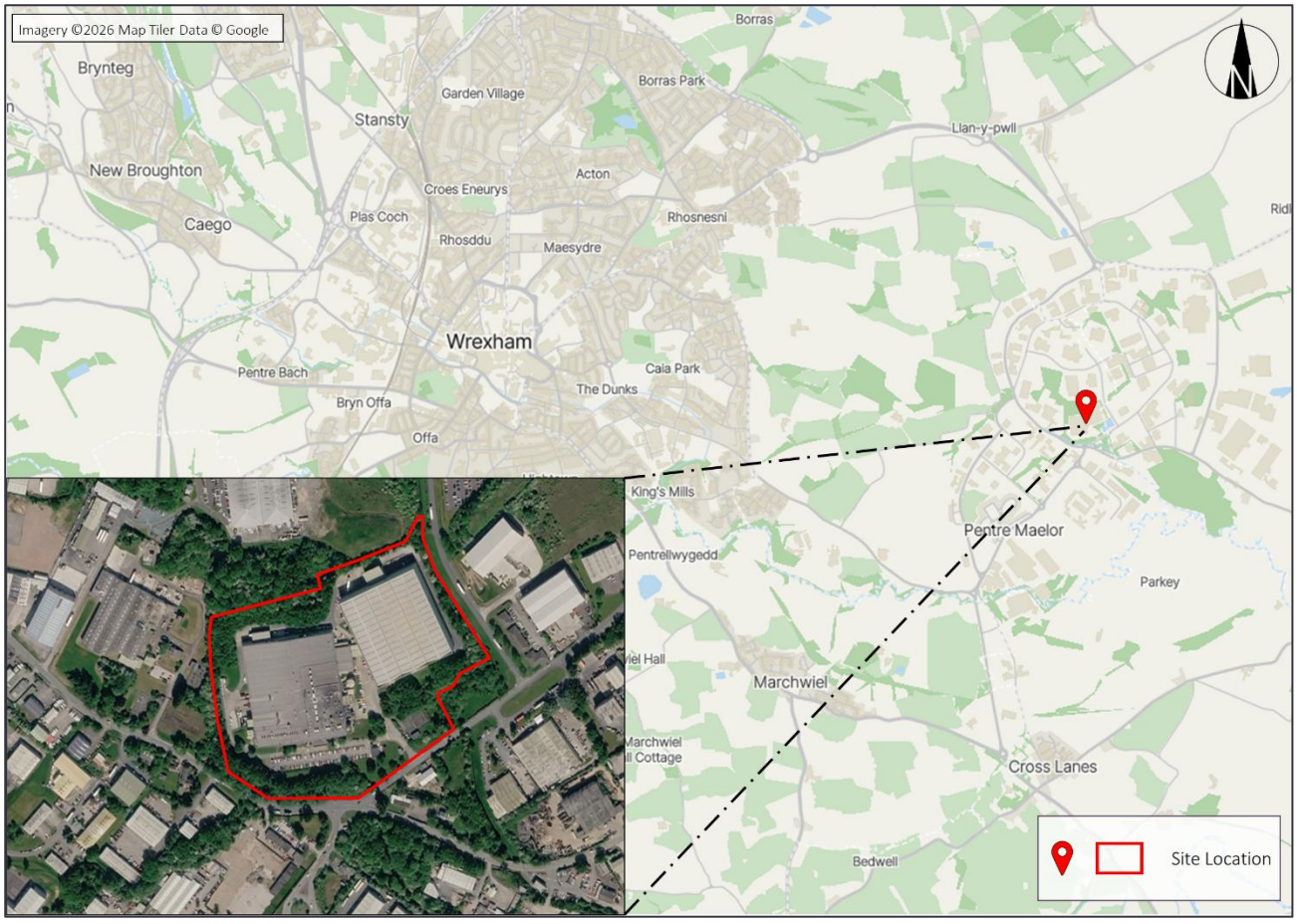
1.1 Overview

This Transport Statement (TS) has been prepared by The Transportation Consultancy ('ttc') on behalf of Ardagh Metal Packaging Ltd (the applicant), to support an application for an extension (+4,266sqm of B2 use albeit the ancillary buildings reduce this to less than 3,000sqm of the main extensions associated with the proposals) to the existing site to provide an overall objective of increasing production, with the introduction of an additional production line "Line 5" (potentially increasing annual can production from 2.2 billion to 3.3–4.5 billion cans). The site is located to the north of Bridge Road North, Wrexham Industrial Estate, LL13 9PS. The strategic location of the site is displayed in **Figure 1.1**.

The planning and highway authority is Wrexham County Borough Council.

Existing and proposed application plans are provided in **Appendix A** for reference.

Figure 1.1 Strategic Site Location



1.2 Planning Application History and Ardagh Company Background

Ardagh Metal Packaging (AMP) is a leading global supplier of metal beverage cans with 23 production facilities across 9 countries. AMP employs more than 6,000 people worldwide with sales of approximately $4.9bn in 2024.

AMP's production facility in Wrexham is located on Wrexham Industrial Estate. It has another production facility nearby in Deeside and corporate offices in Chester. Elsewhere across the UK, AMP has another production facility in Rugby and an office in London. Relevant planning history is set out below:

- P/2025/0527 - Erection of auxiliary building Class B2 - general industrial) on existing hardstanding – granted 18/08/2025
- P/2019/0013 - Erection of office accommodation adjoining existing warehouse – granted 23/04/2019
- P/2018/0074 – Extension to existing industrial unit – granted 11/04/2018
- P/2017/0067 - Extension to provide new scrap handling system (in lieu of application previously granted under code no p/2016/1151) – granted 09/03/2017
- P/2016/1151 – Installation of new scrap handling system within enclosure on roof – granted 20/01/2017
- P/2006/0595 – Single storey steel framed factory extension – granted 20/06/2006
- P/2000/0215 – Construction of new loading tunnel – granted 28/04/2000

In addition to the above, there has been a very recently submitted planning application to excavate the underground lacquer tank currently located on the South-East corner of the Production building and to replace the excavated tank with 4no. above-ground tanks. Since this was submitted, further development of plans for site-wide improvements has transpired which revealed a need in the future for 4no. above ground tanks. We have therefore amended the planning application to seek permission for the erection of 4no. above-ground tanks.

1.3 Purpose and Structure of Report

The report should be read in conjunction with the suite of documents which accompany the Planning Application including the Framework Travel Plan (FTP). As per advice in TAN18, a Transport Assessment (TA) is only required where floor area is in excess of 5,000sqm for industry; on this basis, a TS has been prepared. The TS has been prepared with reference to relevant national and local design guidance and is structured as follows:

- Chapter 2: Describe the existing situation, the existing site operation, the surrounding local highway network and highway safety.
- Chapter 3: Sets out a review of the accessibility of the site by non-car modes of transport including walking, cycling and public transport.
- Chapter 4: Determines the Local and National Policy context in relation to the proposed development;

- Chapter 5: Describes the proposed development including access arrangements, parking and servicing arrangements;
- Chapter 6: Considers the proposed travel demand of the development and impact on the local highway network;
- Chapter 7: Summarise the findings of the report.

2. Existing Situation

2.1 Overview

This section of the TS outlines the existing conditions within proximity of the site, including the local road network, sustainable transport options, and a review of highway safety.

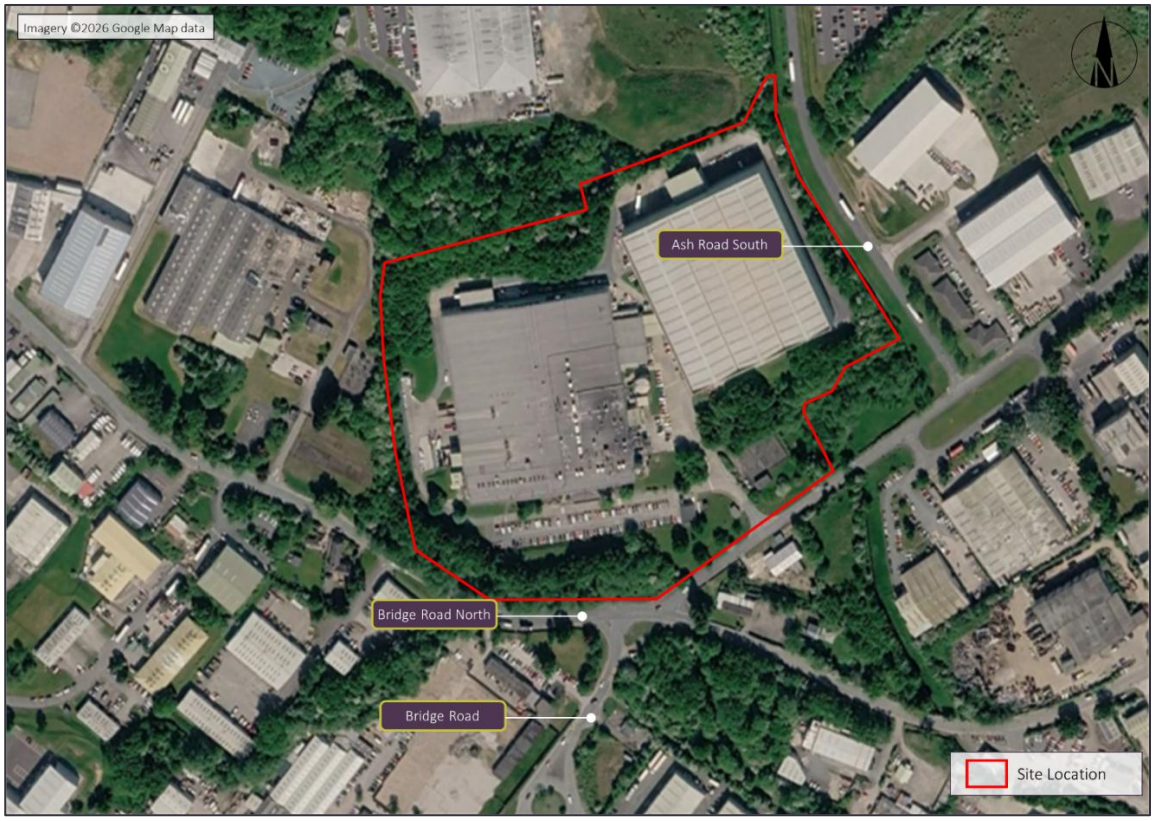
2.2 Site Location & Context

The site is located to the immediate north of Bridge Road within Wrexham Industrial Estate, situated approximately 5km to the east of Wrexham city centre and approximately 2.5km to the south of the A534 dual carriageway. The site is bound to south by Bridge Road, which forms one of the primary roads of the estate. To the east the application site is bound by Ash Road South while the remaining north and western boundaries of the site are bound by neighbouring industrial units.

The site is within close proximity to the Bryn Lane roundabout, which connects directly to the Wrexham Industrial Estate Access Road a dedicated link road providing a segregated route to and from the A534, and onward to the A483 dual carriageway and the wider strategic road network.

Vehicular access to the site is taken directly from Bridge Road. The existing access arrangement takes the form of a two-way priority junction. The access point is set back from the carriageway edge to allow vehicles (including HGV's) to clear the public highway prior to any security or gatehouse control points on site. **Figure 2.1** illustrates the site location in the context of the local area.

Figure 2.1 Site Context



2.3 Local Highway Network

The highway network is managed by Wrexham County Council (WCC) in their capacity as Local Highway Authority (LHA). Roads within the site's vicinity that are of significance to the development are as follows:

Bridge Road North

Bridge Road North is a two-way single carriageway with an approximate carriageway width of 8 metres. The road runs east to west along the southern boundary of the application site. At its western extent, Bridge Road North forms a priority junction with Redwither Road, while to the east it forms a priority junction with Ash Road North. Ash Road North is one of the principal routes within Wrexham Industrial Estate and connects with Wrexham Industrial Estate Access Road at a four-arm roundabout, providing the main route between the estate and the surrounding strategic highway network.

A 30mph speed limit applies along the full length of Bridge Road North.

In terms of pedestrian infrastructure, Bridge Road North benefits from footways on both sides of the carriageway between its junction with Redwither Road and Ash Road North. The footway on the northern side terminates approximately 50 metres west of the proposed site access, while the southern footway continues eastwards to adjacent industrial premises, approximately 120 metres from the proposed development.

Ash Road South

Ash Road South is a two-way single carriageway road running north to south along the eastern boundary of the application site. It measures approximately 8 metres in width. At its northern extent, Ash Road South forms a priority junction with Ash Road North. At its southern extent, it forms a priority junction with Bridge Road North, adjacent to the southeastern corner of the proposed development.

Ash Road South provides access to eight industrial units. In terms of pedestrian infrastructure within the vicinity of the proposed development, there is currently no footway provision along the road. There is, however, a short section of footway at the northern extent of Ash Road South, although this terminates adjacent to the access serving HAUCK.

2.4 Existing Site Access Traffic Conditions

The existing site access is two-way and provides a gate for entry and exit, which is set back into the site. The widths vary albeit the main access point is circa 8.0m wide which then tapers down to circa 5.5m internally. Access for HGV's is provided for, with widening on bends provided for HGV's to negotiate the site appropriately.

An Automated Traffic Count (ATC) was undertaken at the entry / exit gate to understand the existing trips into and out of the site. The ATC was placed at the site access gate for 2-weeks running from the 11th to 25th May 2026. Table 2.1 provides a summary of the survey results and a full copy of the ATC has been provided in Appendix B for reference.

Table 2.1 Summary of ATC Data – Gate Counts (Site Entry and Exit Counts)

Time Period	Traffic Flow / Direction		
	Northbound / In	Southbound / Out	Two-way
Site Volumetric Data (All Vehicles – Cars, LGV's, HGV's) – Site Access			
Weekday Average Network AM Peak (08:00-09:00)	24	35	59
Weekday Average Network PM Peak (17:00-18:00)	8	16	24
Site Peak (Weekday Morning 06:00-07:00)	67	33	100
24-hour Weekday	372	387	759
24-hour Saturday	196	212	408
24-hour Sunday	154	159	313
7-day AADT (Full Week and Weekend Average)	316	329	645

It is pertinent to note that the use of the ATC does provide some data anomalies particularly for HGV's considering the slow speeds, albeit this was considered the most suitable form of data collection given the 24-hour / 7-day operation. On this basis, the data has been ratified / validated against entries from the existing gate house that controls arrivals / departures into the site (Ardagh hold records of deliveries per day). The existing vehicle usage can therefore best be summarised as follows:

- The site receives regular deliveries of raw materials (aluminium coils in particular) and exports the finished aluminium cans. An increase to the production output will also result in a proportionate increase in the quantity of materials being stored on site as well as the frequency of deliveries to/from the site.
- The site currently has circa 50 – 60 deliveries over a 24-hour period during the week, with this spread quite evenly over the day. Deliveries are much lower on a weekend. The site currently has 2 HGV loading bays as well as 5 waiting bays, with a total capacity to have up to 7 HGV's on-site at any one time (although this level is never reached).
- The peak car arrival and departure profile suggests that 06:00 – 07:00 during the weekday is the busiest period, which coincides with the start of a shift.
- Trips to / from the site occur throughout the day, with traditional peak hours not being the highest due to shift patterns.
- The busiest days at the site are Wednesday / Thursday and Friday.

A review of the existing local road network indicates no existing capacity / traffic issues during weekday peak hours, as shown in Figure 2.2 and 2.3 below.

Figure 2.2 Existing Google Traffic Data (Weekday AM Peak)



Figure 2.3 Existing Google Traffic Data (Weekday PM Peak)



2.5 Existing Site Operation and Parking

The site currently operates four production lines within the Production building, producing up to 2.2 billion aluminium beverage cans per year. Aluminium coils are consumed at a rate of 10 per day.

The site has two main buildings:

- Production building (17,500sqm, B2 use) — where the cans are manufactured.
- Warehouse building (13,500sqm, B8 use) — where finished cans are stored before export.

The two buildings are connected by a tunnel link, which the report flags as having a relatively low roof height in its lower section, already causing some operational constraint. There is also an existing Annexe/Training Centre on site.

The site receives regular deliveries of raw materials, principally aluminium coils, and exports finished cans. Currently there are two loading bays at the rear of the Warehouse building. There is a one-way perimeter roadway around the site serving operational traffic. A roof canopy covers an existing loading area to the North of the Production building. The current parking is notably below what Wrexham's Local Planning Guidance Note 16 recommends as a maximum:

- Production building (B2 use): current provision is 130 spaces against a maximum standard of 350.
- Warehouse building (B8 use): current provision is 28 spaces against a maximum standard of 135.
- Total parking of 158 spaces for staff / general car parking.

Overall, the existing site has the following parking ratios:

- Production building (B2 use): 1 space per 135sqm against a maximum policy requirement of 1:50sqm.
- Warehouse building (B8 use): 1 space per 480sqm against a maximum policy requirement of 1:100sqm.

There are no known parking difficulties on site currently, so it should be demonstrable that existing provision meets actual demand. This is also evidenced with ATC data set out in the next section.

ATC Calculated Parking Demand / Accummulation

Although data from the ATC is not completely accurate due to some anomalies (because of difficulty in data reading location), it is expected that for 'Cars', the data should be reasonably reliable. Based on a worst-case weekday, the ATC suggests a worst-case parking accumulation / demand of circa 119 cars parked on-site at any one time (out of a total of 158 spaces site wide). This is typically between 8am to 1pm, when demand then falls off throughout the rest of day until shifts begin in the morning. Between 3pm and 6am, there is typically a parking demand of less than 100 spaces for cars.

A spot count of the car parking was undertaken on Thursday 4th June 2026 where 105 cars were counted at 13:15; this is broadly similar to the ATC which suggested 106 cars parked at 2pm on the worst-case day.

Based on the ratio of staff to parking demand, as per Section 2.6 below, this would be circa 52% of total staff parking on the site at the busiest periods (119/226=52%). Based on staff on site at any one time, the ratio is 140% which therefore provides a buffer / allowance for staff changeover periods.

On this basis, the current parking provision is meeting the demand, with capacity for circa 39 additional vehicles during the busiest periods.

2.6 Existing Staff Numbers

Existing staff numbers are shown below, where there will be a total of 85 staff on-site for each shift, albeit there may be some short shift changeover periods.

Existing staff numbers:

Production building staff:	210
Warehouse building staff:	16
Total staff employed:	226
Staff on site at any one time (due to shift patterns):	
Production building:	80
Warehouse building:	5
Total staff on site:	85

2.7 Highway Safety Review

Personal Injury Accident (PIA) data for the surrounding highway network has been obtained from Transport for Wales Collision database. This includes the Bridge Road North and Ash Road South within proximity to the site. This data comprises the most recent five years of data available which currently encompasses 2020-2025.

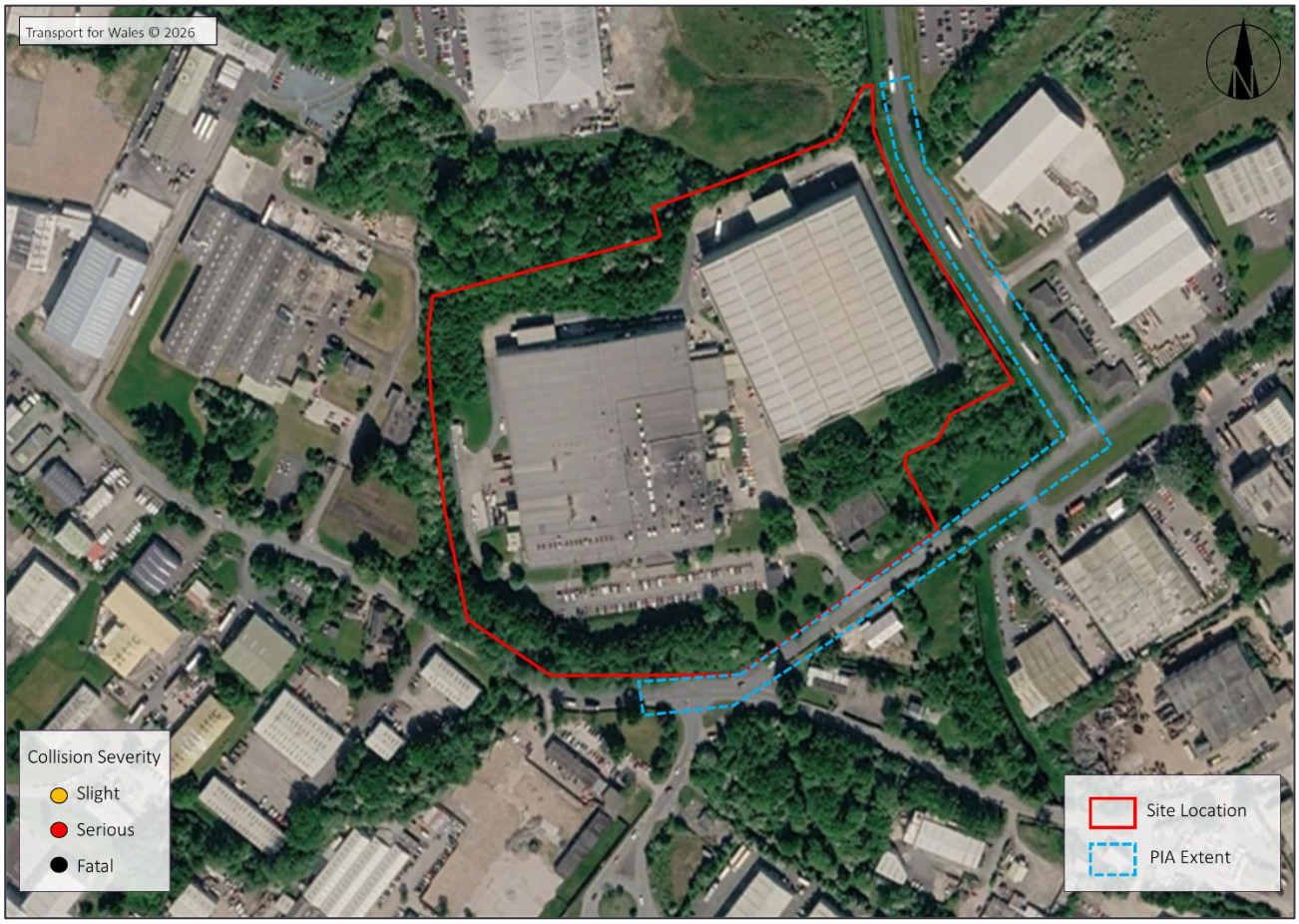
The purpose of assessing recorded PIAs was to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- Fatal: any death that occurs within 30 days from causes arising out of the accident;
- Serious: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality; and,
- Slight: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

Any accidents recorded in the most recent 5 years of data are displayed in Figure 2.4.

Figure 2.4 Personal Injury Accident Data – 2020 to 2025



A review of the Transport for Wales Collision database has identified that there have been no recorded accidents within the search cordon over a 5-year period. It can therefore be concluded that the proposed development is not expected to exacerbate the volume or severity of accidents on the network in consideration of the collision rate and sustainable credentials of the site and potential for future residents to make more use of active travel and public transport services.

3. Sustainable Transport and Accessibility

3.1 Overview

This section assesses the accessibility of the proposed development by sustainable modes of transport, including walking, cycling and public transport. The assessment has been prepared with reference to the following best practice guidance and data sources:

- CIHT (2000) *Providing Journeys on Foot*;
- CIHT (2014) *Planning for Cycling*;
- CIHT (2015) *Planning for Walking*;
- CIHT (2018) *Buses in Urban Developments*;
- DCLG (2007) *Manual for Streets*;
- DfT (2024) National Travel Survey (NTS), Table NTS0303;
- DfT (2020) *Local Transport Note 1/20: Cycle Infrastructure Design; and,*
- Active Travel Act Design Guidance (2013)

This section provides details on sustainable transport options for future staff and visitors. A key objective of national and local planning policy is to ensure that new development is located where future residents and users can access everyday services and facilities by means other than the private car. Planning policy requires that significant development is focused on locations which are, or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

3.2 Walking Guidance

Accessibility guidance provided by the Institution of Highways and Transportation (IHT) in their publication *'Guidelines for Providing for Journeys on Foot'* (2000) suggests that in terms of commuting and recreational journeys; walk distances of up to 2,000m can be considered as a preferred maximum with 'desirable' and 'acceptable' distances being 500 and 1,000m respectively. It should however be noted that journeys of a longer length are often undertaken. The Active Travel Act Design Guidance also states that *'walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys.'*

Manual for Streets (MfS) reinforces this advice, stating *"walkable neighbourhoods"* should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as an upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, in particular those under 2km.

Guidance on Local Cycling and Walking Infrastructure Plans (LCWIPs) from the Department for Transport (DfT) suggests that typically, walking trips are up to 2km.

Table NTS0303 of DfT National Travel Survey (NTS) indicates that the average walk trip distance in 2024 was 1.5 miles (2.41km).

As such, it is reasonable to assume that the average person will walk between 800m and 2.41km to a defined destination (such as local facilities).

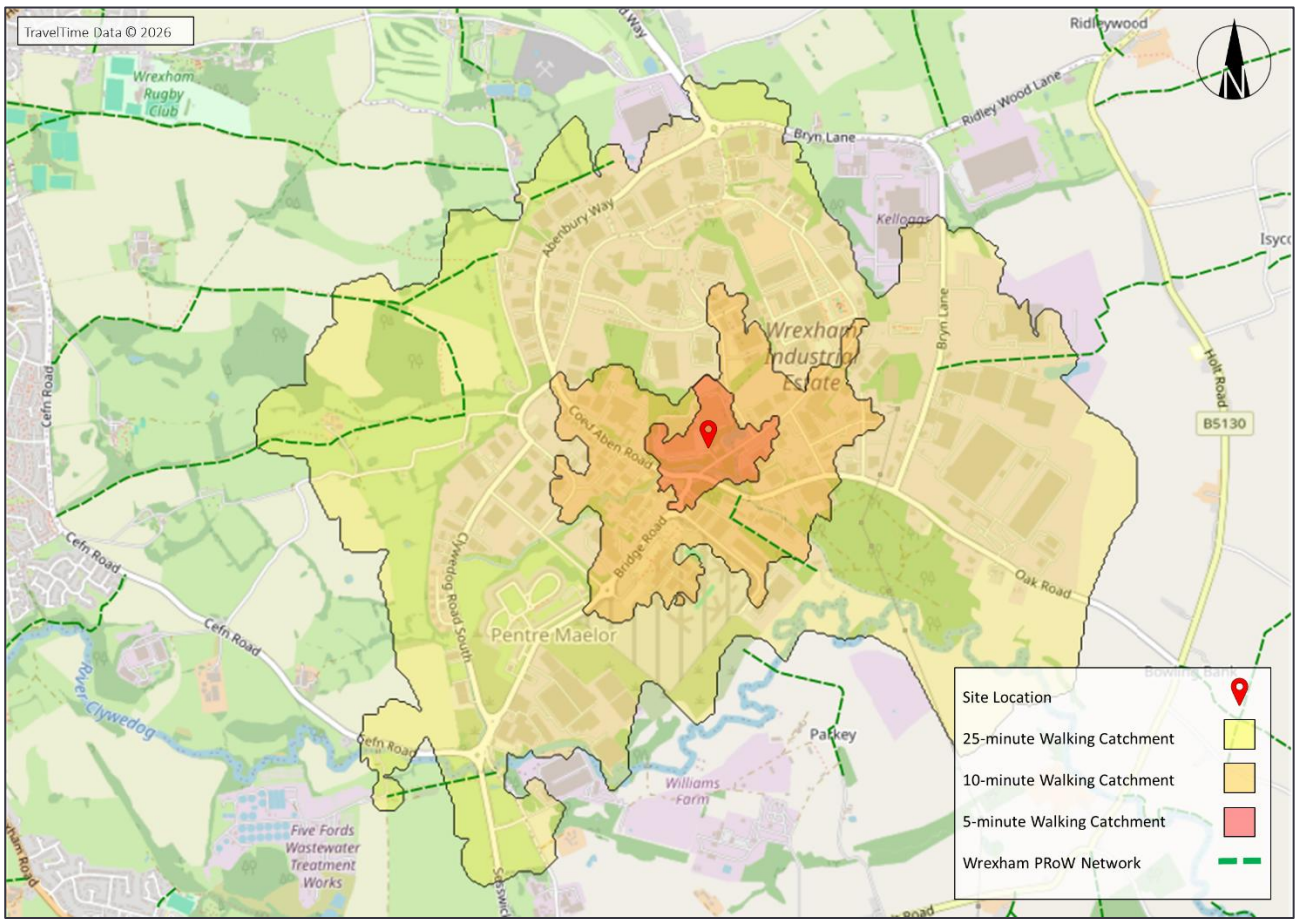
3.3 Accessibility by Foot

Given that the proposed development is situated within Wrexham Industrial Estate which has been located to maintain a clear distance between the residential areas of Wrexham, the nearest residential areas are more than 2.0km from the site, beyond the CIHT "preferred maximum" threshold for commuting on foot. On this basis, walking is not necessarily considered a realistic or practical mode of travel for the daily commute to the proposed development for the majority of staff.

While it is acknowledged that walking may not provide the primary mode of travel for staff members cycling and public transport offer a viable alternative, the nearest bus stop is located less than 400m of the site, falling within the CIHT "desirable" range for access on foot to public transport. This provides a meaningful opportunity for staff arriving by bus to complete their journey on foot. Accessibility by bicycle and public transport is outlined further within section 3 below.

Notwithstanding the above the site is well connected to the surrounding pedestrian network within the Industrial Estate. The wider estate benefits from footways and tactile paving crossing points throughout, providing a safe and accessible pedestrian environment. This connectivity allows staff to access a range of on-estate amenities within a comfortable walking distance, including hot food and drink facilities such as a café, Greggs and a local convenience store. **Figure 3.1** illustrates the 5, 10, and 25-minute walking catchments from the proposed development.

Figure 3.1 Accessibility by foot – Walking Catchment



3.4 Cycling Guidance

Guidance documents, policies and data sources including LTN 1/20, and the NTS consider an appropriate cycling distance of 5km, although it is noted that journeys of a longer length may be undertaken.

The SUSTRANS Information Sheet FF11 or *'Cycle Friendly Employers'* Information Sheet' states that *"a five mile journey can be comfortably cycled by an adult in 30 minutes"*, resulting in an average cycling speed of 4.4m/s (c.15kph).

Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

> *'The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles. However, many trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).'*

In respect of acceptable cycle distances, *Local Transport Note 1/20: Cycle Infrastructure Design* published by DfT, states that *"two out of every three personal trips are less than five miles [8km] in length – which is an achievable distance to cycle for most people".*

Table NTS0303 of the NTS indicates that the average cycle trip distance in 2024 was 3.3miles (5.31km) [2025 data has not yet been published by DfT].

As such, it is reasonable to assume that the average person will cycle between 5.0km and 8.0km to a defined destination (such as local facilities or place of work).

3.5 Accessibility by Bicycle

Given that it is deemed reasonable to assume that the average person will cycle between 5.0km and 8.0km to work Figure 3.2 below illustrates the cycling catchment from the proposed development.

Figure 3.2 Accessibility by Bicycle – Cycling Catchment

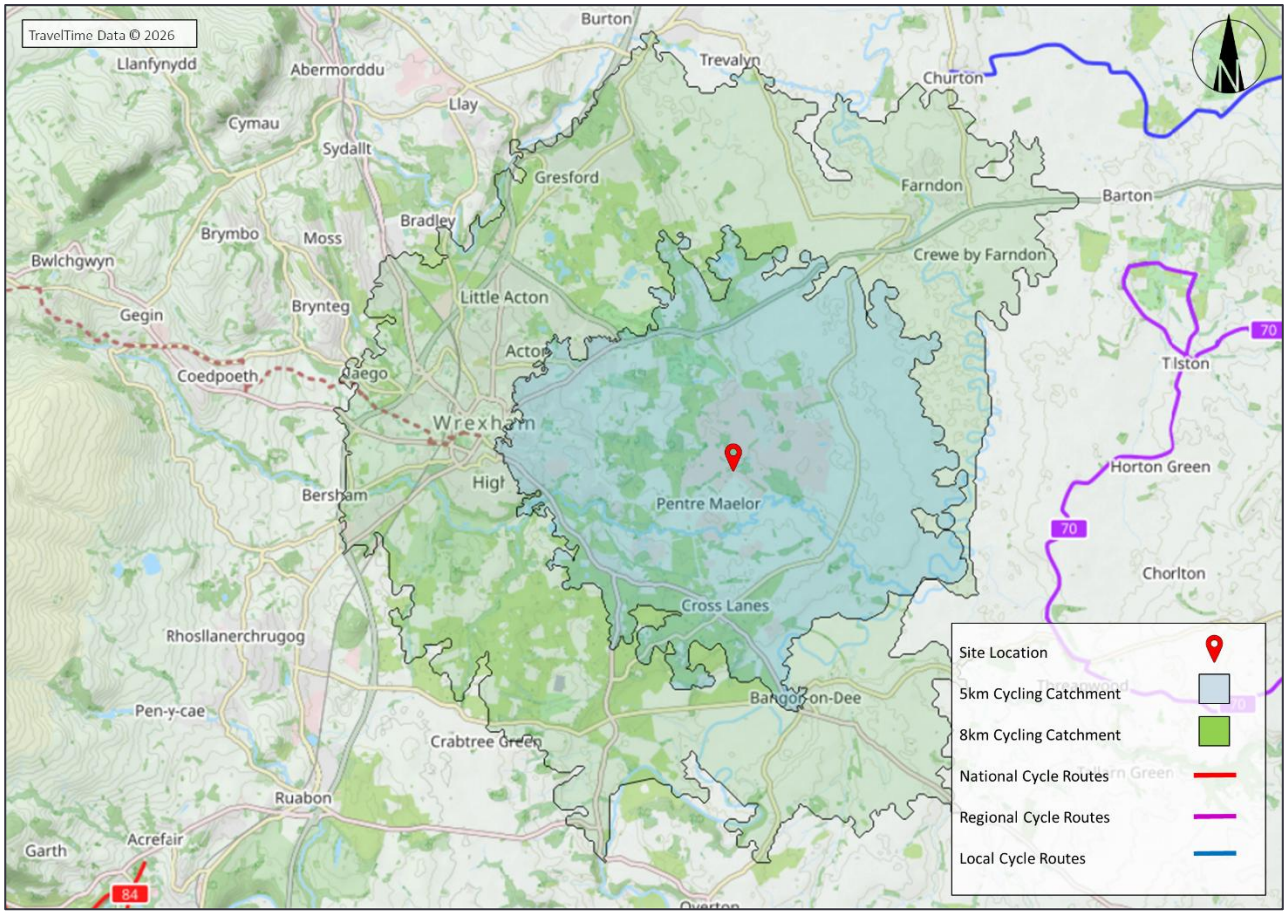
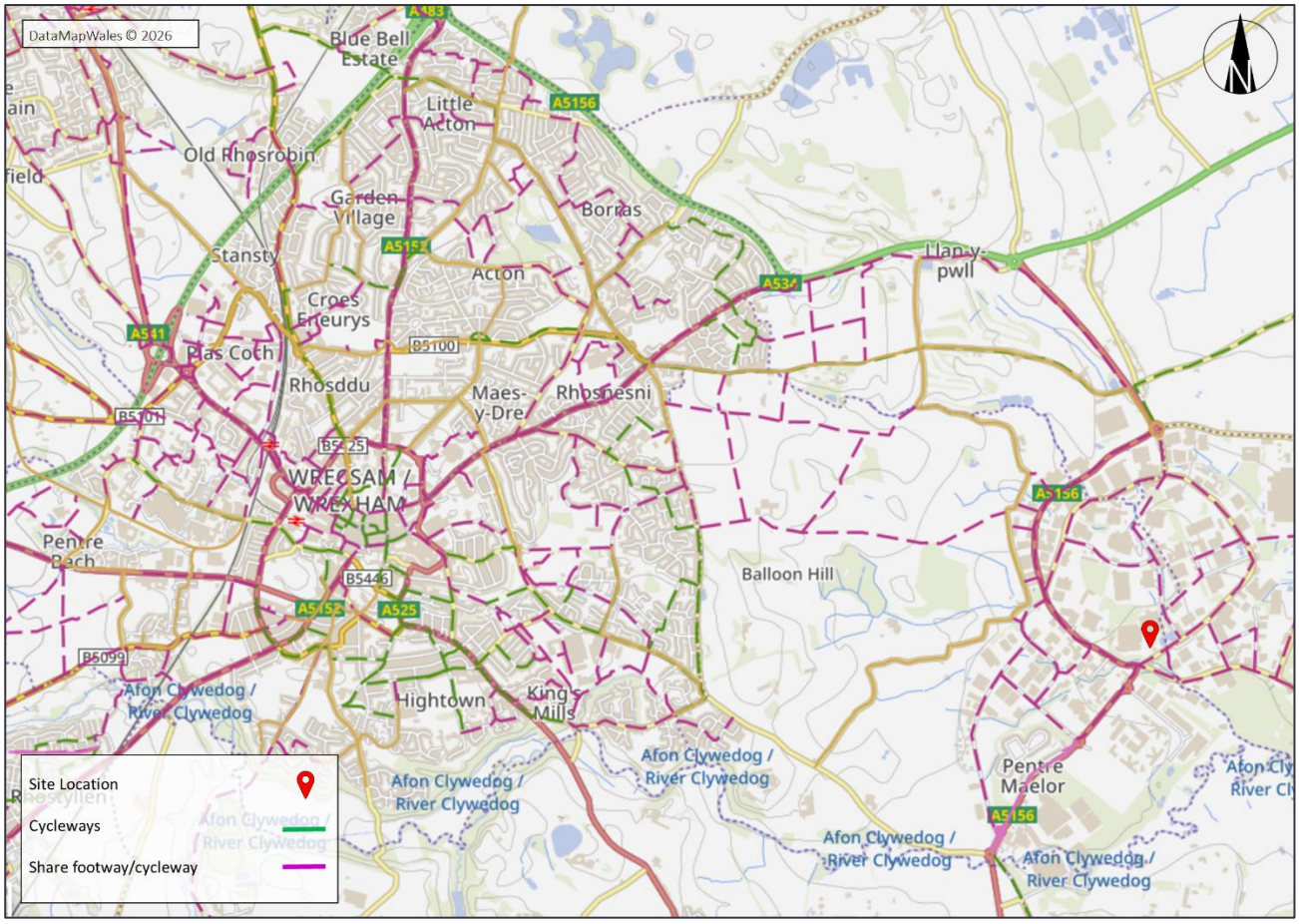


Figure 3.2 shows that several residential areas fall within a 5 kilometre and 8-kilometre cycling catchment of the proposed development, equivalent to around 15 and 30 minutes of cycling. Residential areas including Wrexham City Centre, Rhosnesni, and Caia Park are all accessible within this cycling catchment. Therefore, offering a viable mode of travel to the site for staff living in the surrounding area.

Figure 3.3 below outlines an extract of Welsh governments active travel map illustrating the cycles and shared footway/cycleway between the proposed development and Wrexham City Centre.

Figure 3.3 Extract of DataMapWales – Active Travel Routes



3.6 Public Transport Guidance – Bus

Guidance on acceptable walking distances to public transport is provided by a number of national documents. The Chartered Institution of Highways and Transportation (CIHT) document *Providing for Journeys on Foot* (2000) identifies a walking distance of 400m as the acceptable threshold for trips to bus stops, with 800m representing the preferred maximum. The *Manual for Streets* (DfT, 2007) reinforces this, stating that walkable neighbourhoods should have key facilities, including public transport stops, within 800m, representing approximately a 10-minute walk.

In terms of walking, the CIHT document *Providing for Journeys on Foot* (2000) identifies a general preferred maximum walking distance of 2km for trips to a range of destinations, and this threshold is commonly applied in Transport Assessments when assessing walking access to rail stations. Whilst the railway stations serving the proposed development fall beyond this walking threshold. Cycling could provide a viable connection between the railway station and the proposed development.

With regard to cycling, *Local Transport Note 1/20: Cycle Infrastructure Design* (DfT, 2020) identifies 8km as an achievable cycling distance for most people, with the National Travel Survey (Table NTS0303, 2024) recording an average cycle trip distance of 3.3 miles (5.3km). Cycling therefore represents a realistic and practical means of accessing railway stations at distances beyond comfortable walking range.

3.7 Accessibility by Bus Service

In the context of the proposed development, the nearest bus stop to the site is the Barclays Bank stop, located well within the 400m preferred threshold identified in CIHT guidance. This represents an excellent level of accessibility by public transport, with the stop being reachable via a short, convenient walking route from the site.

The northbound stop benefits from a sheltered bus stop with flag, pole and timetable information, providing a good level of passenger facility. The stops collectively connect the site to key destinations across the wider Wrexham area, with a summary of available services and their frequencies presented in **Table 3.1.**

Table 3.1 Summary of Local Bus Services

Bus Stop Location	Services	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
Pentre Maelor, Near Barclays Bank	41	Wrexham to Wrexham Industrial Estate	Hourly (05:49-22:20)	Hourly (05:49-22:20)	No Service
Redwither, Near Barclays Bank		Wrexham Industrial Estate to Wrexham	Hourly (05:42-21:37)	Hourly (05:42-21:43)	No Service
Pentre Maelor, Near Barclays Bank	42w	Wrexham to Wrexham Industrial Estate	Twice per day (07:20, 08:20)	Twice per day (07:25, 08:26)	No Service

Source : bustimes.org

Table 3.1 shows that the site is located close to two bus services, with departures as frequent as every hour. This provides a viable alternative to car travel, with service times aligning with typical shift patterns.

4. Planning Policy

4.1 Introduction

This section sets out a review of relevant national and local planning policies which includes the following:

National Policies

- The Wales Transport Strategy 2021.
- Future Wales: The National Plan 2040.
- Planning Policy Wales, Edition 12, 2024.
- Technical Advice Note 18 (TAN18): Transport.
- Active Travel Act Guidance 2021 (Wales).

Local Policies

- Local plan withdrawn and Future Wales: The National Plan 2040 forms part of adopted guidance.
- Wrexham Unitary Development Plan 1996-2011, adopted 2005.
- Local Planning Guidance Note 16: Parking Standards.

4.2 National Policies

Llwybr Newydd: The Wales Transport Strategy 2021

Llwybr Newydd, the Wales Transport Strategy sets out a vision for how our transport system can deliver priorities for Wales, helping to put us on a pathway to creating a more prosperous, green and equal society. The national Wales Transport Strategy was published in March 2021.

The Transport Strategy aims to bring services to people in order to reduce the need to travel and notes that *'if more people can walk and cycle for everyday trips, we will reduce our dependency on cars.'*

It sets a long-term direction and three urgent and immediate priorities:

- **Priority 1:** Bring services to people in order to reduce the need to travel;
- **Priority 2:** Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and,
- **Priority 3:** Encourage people to make the change to more sustainable transport.

The thrust of Llwybr Newydd is to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys. Investment will be promoted into low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle and use public transport, and lower emission vehicles.

Where there is a need for new transport infrastructure, the sustainable transport hierarchy should be considered to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.

Future Wales: The National Plan 2040

Future Wales is the national development framework for Wales which sets out the direction for development in Wales up to 2040. Future Wales aims to promote development that enhances wellbeing and quality of life.

Future Wales pledges to shape growth around sustainable forms of transport and places that make people and the environment healthier. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles.

Policy 12: Regional Connectivity of Future Wales outlines the following with regard to car parking at future developments:

- *"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points."*

Planning Policy Wales (edition 12, 2024)

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government (the Assembly Government). It is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters.

Edition 12 was published in February 2024. PPW states at Section 4.1 that:

'The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- *Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*
- *Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.*
- *Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*
- *Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do*

the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.'

The overreaching goal of The Welsh Government is to reduce reliance on single occupancy vehicles and support a modal shift to walking, cycling and public transport.

PPW states that:

'The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- *Are sited in the right locations, where they can be easily accessed by sustainable*
- *Modes of travel and without the need for a car;*
- *Are designed in a way which integrates them with existing land uses and neighbourhoods: and;*
- *Make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.'*

Promoting Walking and Cycling

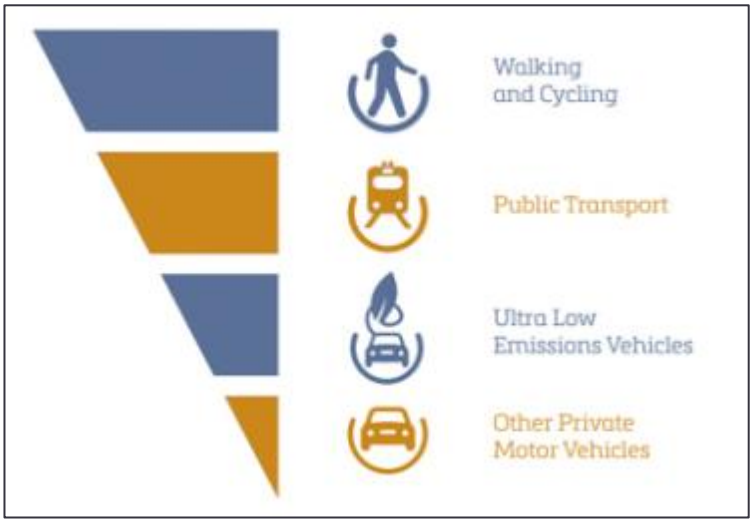
PPW details the Welsh Government's objective of promoting active travel and references the Active Travel (Wales) Act 2013. This Act is referenced at para, 4.1.26 where PPW 12 states:

'The Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities. The Active Travel Act requires local authorities to produce Active Travel Network Maps (ATNMs), identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities'.

PPW also states that:

- *'The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.'*

PPW includes at Figure 9 the following Sustainable Transport Hierarchy for Planning:



In relation to the sustainable transport hierarchy, PPW states that:

- *'The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport. The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.'*

Parking

In relation to parking, PPW details:

- *'Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.'*

Additionally, PPW states:

- *'A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport.'*

PPW notes that Local authorities are required to develop an integrated parking strategy which complies with the overall transport and locational policies of the development plan. Additionally, maximum levels of parking for broad classes of development should be established in conjunction with a threshold size of development above which such levels will apply.

Technical Advice Note 18 also details national planning policy on parking matters and this is described in sub-section 2.6.

Technical Advice Note 18: Transport (TAN18)

TAN 18 identifies that Planning Policy Wales and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.

To achieve this and the core objectives, the following initiatives relevant to the proposed development are:

- *'Reducing the need to travel;*
- *Promoting walking and cycling;*
- *Managing parking provision; and,*
- *Encouraging the location of development near other related uses to encourage multi-purpose trips.'*

Transport Implementation Strategy (TIS)

Given the scale of the development, a TIS is not considered necessary.

Active Travel Act Guidance 2021 (Wales)

The Active Travel Act places a requirement on local authorities to continuously improve facilities for those who walk and cycle and to prepare information, such as maps, that identify current and potential future routes for their use.

The Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians. The Active Travel Act makes provision for:

- *'Approved maps of existing active travel routes and related facilities in a local authority's area;*
- *Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;*
- *Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvements in the range and quality of active travel routes and related facilities; and,*
- *Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.'*

With regards to new development, there is further guidance:

- *'Developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using existing highways that are affected by the development.*
- *Planning Policy Wales requires that sustainable transport measures be included before the development is complete "Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.'*

4.3 Local Policies

Wrexham Unitary Development Plan 1996-2011, adopted 2005

Policy T8 states that:

- *"Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:*
    - *a) the availability of public transport nearby;*
    - *b) proximity to public car parking;*
    - *c) proximity to local services and facilities; and,*
    - *d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site. Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport or walking and cycling as appropriate."*

It further states that *"where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate."*

Policy T9 states that *"development proposals will be required to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed walking and cycling routes, and integrate with the public transport system. Opportunities for horse riding along these routes will be secured where appropriate."*

Local Planning Guidance Note 16: Parking Standards

This LPG Note indicates the below parking standards. An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.

Type of Development	Parking Standard	Cycle Parking Standard
B1 Business and light industry	1 car space per 30m² gross floor space	1 cycle space per 300m² gross floor space
B2 General Industry	1 car space per 50m² gross floor space	1 cycle space per 500m² gross floor space
B8 Storage and Distribution	1 car space per 100m² gross floor space	1 cycle space per 1000m² gross floor space
An area suitable for HGVs to load/unload and turn within the site will normally be required for B2 and B8 uses, particularly for sites accessed from a classified road. Any extensions to industrial or warehouse premises should not result in the loss of HGV loading/unloading/turning spaces unless an adequate alternative can be provided within the site.		

5. Development Proposals

5.1 Proposal Aim

Proposal Aim

The fundamental aim of the development is to install a fifth production line, increasing annual can output from 2.2 billion to between 3.3 and 4.5 billion cans per year, representing a 50-100% increase in production capacity.

5.2 Floor Area Changes

Five extensions to the Production building are proposed, totalling 4,266sqm of new enclosed floor space:

- Extension 1 (540sqm) — primary production area extension to the North
- Extension 2 (1,537sqm) — the largest extension, providing coil storage to the Northwest
- Extension 3 (682sqm) — further production support space
- Extension 4 (717sqm) — Chemical Store to house new wastewater treatment equipment
- Extension 5 (340sqm single storey) — Locker Room and welfare facilities to accommodate additional staff

A new Roof Canopy (196sqm, not enclosed) is also proposed to the North of Extension 2, replicating the existing loading canopy arrangement.

In total, there is set to be an increase of 4,266sqm of usable floorspace albeit the ancillary buildings reduce to less than 3,000sqm of the main extensions associated with the proposals.

5.3 Access and Circulation

To the North, the extension would occupy a significant area of the existing one-way roadway that follows the perimeter of the site. This area to the North of the Production building also includes a loading area under the existing Roof Canopy. To the West, the extension would occupy an area of the earth mound that was formed from soil deposits during the construction of the adjacent Warehouse building.

The total loss in tree canopy coverage would result in no loss of Cat A or Cat B trees.

Vehicle tracking drawings are shown in **Appendix C** which show site-wide tracking for a 16.5m articulated vehicle.

5.4 Future Staffing

As previously noted, there is currently a total of 226 staff across the whole site, with shift patterns allowing up to 85 staff members on-site at any time, albeit allowing for some shift changeovers.

Proposed staff numbers are expected to be as follows, where there could be an increase of 112 staff (from 226 to 338) in total and 31 additional staff on-site with regards to shifts (116 proposed and 85 existing). As

previously noted, shift changeovers may mean a crossover period between staff arrivals and departures albeit this would be short term and is accounted for in potential parking demand.

Proposed figures:		
Production building staff:	260/ 310	(increase of 50/100)
Warehouse building staff:	22/ 28	(increase of 6/12)
Total staff employed:	282/ 338	(increase of 56/ 112)
Staff on site at any one time (due to shift patterns):		
Production building:	90/ 100	(increase of 10/ 20)
Warehouse building:	11/ 16	(increase of 6/ 11)
Total staff on site:	101/ 116	(increase of 16/ 31)

5.5 Car and Operational / HGV Parking

Car Parking

Based on car parking standards set out by WCBC, there could be a total of maximum of more than 400 car parking spaces on site based on current floorspace, albeit this level of provision is not deemed appropriate for the current operation at the site. As set out earlier, there is a total of 158 staff parking spaces.

The total staff numbers are increasing to 338 in total; an increase of 112 from the existing number of 226. The increase to the number of staff on site at any one time is anticipated to be between 16 to 31 persons (a worst-case of 31 has been assumed).

The current parking provision is meeting the demand (current demand of 119 spaces and 158 spaces provided in total), with capacity for circa 39 additional vehicles during the busiest periods, with significantly more space outside of these hours. As an average across the busy weekday periods, the car park typically operates at 140% parking capacity when based on the number of staff on-site at any one time (85 staff and parking demand of 119 spaces = 140%).

The proposals will result in the provisional of 13 net additional parking spaces on-site; this would provide a total of 171 spaces. If the existing staff / parking demand proportion of 140% is used, then based on 116 staff on site at any one time, this would be a requirement of 162 parking spaces. This therefore allows for staff changeover periods. This is considered robust on the basis that it assumes all future staff are arriving by car, which will not be the case (a Travel Plan is also being provided to support the application with further information provided). In addition, additional blue badge parking and EV parking will be provided, where necessary.

Based on this, there is expected to be a buffer of circa 9 car parking spaces during shift changeover periods and during the middle of the day / busiest periods. Considering the provision of a Travel Plan, this number is considered to be overly robust and there will likely be additional availability of on-site parking.

If necessary, the applicant is willing to investigate off-site parking and shuttle bus agreements.

HGV / Operational Parking

As previously mentioned, the site currently has circa 50 – 60 deliveries over a 24-hour period during the week. Deliveries are lower on a weekend (along with general site usage). The site currently has 2 HGV loading bays as well as 5 waiting bays, with a total capacity to have up to 7 HGV's on-site at any one time (although this level is never reached).

It is understood that the future expansion could result in up to 50-100% more HGV's accessing the site.

A third loading bay will be added to the rear of the Warehouse building as part of the proposals to increase loading / unloading capacity; this is considered sufficient to the operation.

In addition to this, a new access (out only) is being investigated onto Ash Road South in close proximity of the HGV loading bay, to further increase the speed at which HGV's can leave the site.

5.6 Cycle Parking

Additional cycle spaces will be provided as part of the proposal; a locker room is also provided on-site to accommodate the uplift in staff.

6. Trip Generation and Effect of Development

6.1 Introduction

This section provides an analysis of the change in vehicle trip generation expected at the site as a result of the proposals.

The analysis assumes as a worst-case that all staff will arrive by car, which will not be the case. As part of the application a Travel Plan will also be prepared to support the reduction in single occupancy car driver trips.

6.2 Existing Staff Trip Generation

An Automated Traffic Count (ATC) was undertaken at the entry / exit gate to understand the existing trips into and out of the site. The ATC was placed at the site access gate for 2-weeks running from the 11th to 25th May 2026. Table 6.1 provides a summary of the survey results and a full copy of the ATC has been provided in Appendix B.

Table 6.1 Summary of ATC Data – Gate Counts (Site Entry and Exit) – Cars Only

Time Period	Traffic Flow / Direction – Cars Only		
	Northbound / In	Southbound / Out	Two-way
Site Volumetric Data			
Weekday Average Network AM Peak (08:00-09:00)	24	7	31
Weekday Average Network PM Peak (17:00-18:00)	8	16	24
Typical Weekday Daily	290	313	603

6.3 Proposed Trip Generation

With regards to proposed vehicle trip generation, if the existing arrival and departure profile is used for an additional 112 staff in total (and assume all staff will arrive by car as a worst-case), then the following vehicle arrival / departure profile could occur at the site in the future), as set out in Table 6.2.

Most trips are expected to occur outside of peak hours, due to the shift times at the site. During the AM Peak weekday hour there could be up to 12 additional two-way vehicle trips and during the PM Peak weekday hour there could be up to 7 additional two-way vehicle trips, with the majority of trips occurring between 6am to 7am and 6pm to 7pm on a weekday. This is considered robust on the basis that it assumes each staff member works on one single day and will also travel by car.

Table 6.2 Proposed Vehicle Trips

Time Period	Traffic Flow / Direction		
	Northbound / In	Southbound / Out	Two-way
Proposed Vehicle Trips in Time Period based on Existing ATC Arrival / Departure Profile			
00:00	2	3	4
01:00	2	1	3
02:00	3	2	5
03:00	1	3	4
04:00	1	2	3
05:00	6	2	7
06:00	**30**	**10**	**40**
07:00	12	5	18
08:00	**10**	**2**	**12**
09:00	4	6	10
10:00	4	2	6
11:00	3	2	6
12:00	1	2	3
13:00	3	1	4
14:00	3	7	10
15:00	3	8	11
16:00	1	14	15
17:00	**2**	**5**	**7**
18:00	**11**	**14**	**24**
19:00	3	6	9
20:00	2	3	5
21:00	1	2	2
22:00	3	6	10
23:00	3	3	6
Total	**112**	**112**	**224**

6.4 HGV Trips

With regards to HGV's, the site could generate an additional circa 30 – 60 HGV's over an entire day. On the basis that deliveries could occur over an entire 24-hour period, this level of additional demand could result in circa 1 – 3 HGV deliveries per hour throughout this period.

This level of demand spread over the entire day would not result in any material changes to the operation of the local highway network. The introduction of a third loading bay would assist with any additional delivery pressures.

6.5 Construction Management Plan

A Construction Management Plan will be provided as part of a planning condition, where details on operation during this stage will be clearly set out.

6.6 Highway Effect of Development

In terms of the above, the following can therefore be concluded with regards to the future operation of the site once the extension has been implemented:

- There are expected to be no material changes to the operation of the local highway network during peak hours considering shift times / arrival / departure profiles.
- Peak hours at the site are expected to be between 6am to 7am and 6pm to 7pm, which takes shift patterns into account.
- The increase in the level of HGV trips, spread over the entire day will not give rise to any material changes in the operation of the local highway network and on-site capacity improvements are to be made, with the inclusion of an additional loading bay.

7. Summary and Conclusion

7.1 Summary

Existing Situation

This Transport Statement (TS) has been prepared by The Transportation Consultancy ('ttc') on behalf of Ardagh Metal Packaging Ltd (the applicant), to support an application for an extension (+4,266sqm of B2 use albeit the ancillary buildings reduce this to less than 3,000sqm of the main extensions associated with the proposals) to the existing site to provide an overall objective of increasing production, with the introduction of an additional production line (potentially increasing annual can production from 2.2 billion to 3.3–4.5 billion cans).

The site is located to the immediate north of Bridge Road within Wrexham Industrial Estate, situated approximately 5km to the east of Wrexham city centre and approximately 2.5km to the south of the A534 dual carriageway. The site is bound to south by Bridge Road, which forms one of the primary roads of the estate. To the east the application site is bound by Ash Road South while the remaining north and western boundaries of the site are bound by neighbouring industrial units.

Vehicular access to the site is taken directly from Bridge Road. The existing access arrangement takes the form of a two-way priority junction. The access point is set back from the carriageway edge to allow vehicles (including HGV's) to clear the public highway prior to any security or gatehouse control points on site.

226 people are employed in total, with only 85 on site at any one time due to shift patterns. There is a total of 158 parking spaces on site with typical weekday maximum occupancy demand in the region of 119 spaces during the busiest periods.

Proposed Situation

The proposals result in no change to the existing site access arrangements.

The fundamental aim of the development is to install a fifth production line, increasing annual can output from 2.2 billion to between 3.3 and 4.5 billion cans per year, representing a 50-100% increase in production capacity.

In total, there is set to be an increase of 4,266sqm of usable floorspace albeit the ancillary buildings reduce this to less than 3,000sqm of the main extensions associated with the proposals.

Parking demand analysis indicates that there could be a future demand of up to 162 spaces, with a total of 171 spaces provided. A Travel Plan is to be implemented to reduce single car occupancy trips. If necessary, the applicant is willing to investigate off-site parking and shuttle bus agreements.

A trip generation impact analysis indicates that the changes to vehicle trips during the weekday peak hours is minimal with busier periods being outside of peak hours. To accommodate for the uplift in HGV's, an additional third loading bay is to be provided on-site to accommodate this additional demand.

Additional cycle spaces will be provided as part of the proposal; a locker room is also provided on-site to accommodate the uplift in staff.

A Construction Management Plan will be secured by planning condition.

7.2 Conclusion

Based on the above, the proposals are considered to comply with planning policy at all levels and there is no reason why the proposal should be refused on transport planning / highway grounds.

Appendix A
Existing and Proposed Site Layout Plan

Appendix B
ATC Data

Appendix C
Vehicle Tracking Drawings