Land at Ash Road North, Wrexham Industrial Estate

Proposed Multi-Storey Car Park and Stopping-Up of Ash Road North

Transport Assessment

Prepared for

Ipsen BioPharm Ltd

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1.0 INTRODUCTION

1.1 Overview

1.1.1 Axis has been appointed by Lovelock Mitchell Architects, on behalf of Ipsen BioPharm Ltd (hereafter referred to as 'Ipsen' or 'the Applicant'), to provide transport and highway-related advice in respect of two planning applications to be submitted concurrently in relation to land within Wrexham Industrial Estate.

1.1.2 In summary, the two planning applications comprise:

i) A planning application for the proposed development of a 402-space Multi-Storey Car Park (MSCP) on a parcel of land located to the east of Ash Road North (hereafter referred to as the 'MSCP application'); and
ii) A planning application for the proposed stopping-up of an approximately 90-metre section of Ash Road North, which runs between land in the control of the Applicant, to form a landscaped area (hereafter referred to as the 'Stopping Up' application).

1.1.3 This Transport Assessment (TA) has been prepared to inform Wrexham County Borough Council (WCBC), in its capacity as both Local Planning Authority (LPA) and Local Highway Authority (LHA), of the transport-related implications of the two planning applications, both individually and cumulatively. Specifically, this TA considers the following potential scenarios:

i) 'Scenario 1' – The MSCP application is approved, and the 'Stopping Up' application is not approved;
ii) 'Scenario 2' – Both the MSCP application and the 'Stopping Up' application are approved; and
iii) 'Scenario 3' – The 'Stopping Up' application is approved and the MSCP application is not approved.

1.2 Existing Ipsen Operations and Relevant Site Planning History

1.2.1 The Applicant currently operates a pharmaceutical drug manufacturing and distribution facility from a collection of buildings within Wrexham Industrial Estate. The majority of these buildings are located on the western side of Ash Road North (collectively referred to as the 'Ipsen West operation').

1.2.2 The existing Ipsen West operation has most recently been supplemented by a replacement production facility which received planning permission in January 2021, (ref: P/2020/0625) and has subsequently been constructed and is operational.

1.2.3 In July 2023, planning permission was granted for the installation of a temporary modular two-storey office building on land to the eastern side of Ash Road North (ref: P/2023/0113). This accommodation was intended to support the delivery of the New Drug Product (NDP) development building (NDP Building 7), which was subsequently granted planning permission in December 2023 (ref: P/2023/0482). The modular office is subject to a temporary consent requiring its removal by 31 July 2028.

1.2.4 The NDP building approved under application P/2023/0482 is located on land to the east of Ash Road North and will comprise two 'modules', although only the one of these 'modules' is currently under construction.

1.2.5 Once complete, the NDP Building 7 will essentially form an eastern extension of the existing Ipsen operations, resulting in the need for the movement of personnel, materials and products between the eastern and western elements of the wider site, across Ash Road North.

1.2.6 It should also be noted that a separate planning application has recently been submitted by the Applicant for a new dedicated HGV servicing access off Ash Road North to serve the rear of the NDP Building 7 (ref: P/2026/0172). This comprises:

i) A simple priority-controlled access;
ii) Left-out and right-in HGV movements only;
iii) Extremely low HGV frequency (2 bulk gas tankers per week – 4 two-way trips);
iv) Single-track access design reflecting very low usage levels; and
v) Proposed planning condition to restrict intensification of HGV movements.

1.2.7 At the time of writing, this application is still awaiting determination.

1.3 Pre-Application Scoping Discussions

1.3.1 Prior to the preparation of this TA, Axis submitted a Transport Scoping Note (TSN) (document ref. 5246-TSN01a, dated April 2026) to WCBC to seek to agree the scope and methodology of the TA to accompany the forthcoming planning applications.

1.3.2 In an email dated 30th April 2026, the LHA confirmed that they have no concerns regarding the proposals from a highway's perspective. However, they did advise of a potential aspiration to deliver new active travel infrastructure along Ash Road North, between its priority-controlled junction with Abenbury Way to the south-west and its roundabout junction with Abenbury Way / Bryn Lane / Industrial Estate Road to the north-east.

1.3.3 Axis subsequently met with representatives of WCBC's LHA via an online meeting on 15 June 2026 to discuss the proposed active travel improvements along Ash Road North and their potential implications for the 'Stopping Up' application.

1.3.4 During this meeting, it was confirmed that no funding has currently been secured for the scheme and that, should the 'Stopping Up' application be approved, WCBC would review, and potentially amend its proposals accordingly. As such, no further consideration has been given to this active travel scheme as part of this TA.

1.4 Report Structure

1.4.1 Following this introductory section, the structure of this report is as follows:

i) **Chapter 2** summarises the national and local transport policy that is relevant to the Proposed Development;
ii) **Chapter 3** describes the existing conditions on and around the application sites, including their location, the local highway network, and a review of the accident data on the local highway network;
iii) **Chapter 4** describes the proposals relating to the MSCP application;
iv) **Chapter 5** describes the 'Stopping Up' application;
v) **Chapter 6** assesses traffic impacts associated with the proposed development, considering the three scenarios identified above; and
vi) **Chapter 7** summarises and concludes the report.

2.0 NATIONAL AND LOCAL POLICY CONTEXT

2.1 Introduction

2.1.1 This Chapter of the TA reviews the transportation planning policy that is relevant to the Site and the Proposed Development.

2.1.2 Following the withdrawal of the Wrexham Local Development Plan (LDP) 2013–2028 in March 2026, the statutory development plan for Wrexham County Borough comprises Future Wales: The National Plan 2040 and the Wrexham Unitary Development Plan (UDP) 1996–2011, adopted in February 2005.

2.1.3 This Chapter therefore makes reference to the following documents:

i) Planning Policy Wales (Edition 12);
ii) Future Wales: The National Plan 2040;
iii) Llwybr Newydd – The Wales Transport Strategy 2021; and
iv) The Wrexham UDP 1996-2011.

2.2 Planning Policy Wales, Edition 12

2.2.1 Planning Policy Wales (PPW) Edition 12 (February 2024) sets out the Welsh Government's land use planning policies and promotes the delivery of sustainable development through the planning system. The primary objective of PPW is to:

"Ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales".

2.2.2 In transport terms, PPW seeks to reduce the need to travel by private car and prioritises walking, cycling and public transport through the sustainable transport hierarchy. In paragraph 4.1.11, PPW states:

"Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services."

2.2.3 Notwithstanding the above, PPW recognises the important role that employment sites play in supporting economic development, which it defines as *'the development of land and buildings for activities that generate sustainable long term prosperity, jobs and incomes'.*

2.2.4 With specific regard to car parking, paragraph 4.1.50 states that *'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'*.

2.2.5 It also goes on to state that *'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'*.

2.2.6 PPW also sets out that *'Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately'*.

2.3 Technical Advice Note (TAN) 18: Transport

2.3.1 TAN18 is a supplementary document to PPW and provides guidance on the integration of land use planning and transport. It sets out how transport considerations should be incorporated into the planning process, including the assessment and mitigation of transport impacts associated with development.

2.3.2 TAN 18 identifies a number of key objectives to support the delivery of a sustainable transport system, including (not exclusively):

i) Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
ii) Managing parking provision;
iii) Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
iv) Encouraging the location of development near other related uses to encourage multi-purpose trips;

v) Promoting cycling and walking;
vi) Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
vii) Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

2.3.3 TAN 18: Transport provides guidance on the role of parking in the planning process and its relationship with travel behaviour, land use efficiency and sustainable transport objectives. It states:

"The availability and price of car parking are key elements in managing car use and a major influence on the choice of means of transport."

2.3.4 The document also recognises that parking provision can have significant implications for land use efficiency, noting that:

"Car parking can take up large amounts of space in developments, which decreases density and therefore can represent an inefficient use of land."

2.3.5 TAN 18 promotes a coordinated approach to parking provision and the use of maximum parking standards as a form of demand management where appropriate, stating that:

"Maximum car parking standards should be used at regional and local level as a form of demand management."

2.3.6 The guidance also emphasises that parking provision should be considered in the context of accessibility and the operational requirements of development, with appropriate regard to walking, cycling and public transport connectivity.

2.4 Future Wales – The National Plan 2040

2.4.1 Future Wales: The National Plan 2040 is the national development framework for Wales and sets out the Welsh Government's strategy for development and infrastructure to 2040. The document establishes the spatial framework for future growth and investment across Wales and seeks to address key national priorities through the planning system.

2.4.2 Future Wales states that it provides a strategy for *"addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities".*

2.4.3 The document recognises the important relationship between development and infrastructure planning and states that:

"It makes clear the importance of planning new infrastructure and development in such a way that they are complementary rather than competing priorities, ensuring opportunities are maximised and multiple benefits are achieved."

2.4.4 Future Wales establishes 11 'Outcomes' that the planning system should seek to achieve over the period to 2040. The document explains that these outcomes are inter-related and inter-dependent and will contribute towards improving places and well-being across Wales. Of particular relevance to the proposed developments are the following outcomes:

i) A Wales where people live and work in connected, inclusive and healthy places;
ii) A Wales where people live and work in towns and cities which are a focus and springboard for sustainable growth;
iii) A Wales where people live in places where prosperity, innovation and culture are promoted; and
iv) A Wales where people live in places where travel is sustainable.

2.4.5 Section 4 of Future Wales identifies Wrexham and Deeside as one of three National Growth Areas in Wales. In describing these areas, the document states:

"Each of these urban areas is economically distinctive, supporting a range of businesses, enterprises and universities, and offering culturally rich lifestyles to residents and visitors. They are internationally and nationally significant places and this strategy promotes their continued growth and regeneration".

2.4.6 Future Wales further supports the role of Wrexham through Policy 20: National Growth Area – Wrexham and Deeside, which states that:

"Wrexham and Deeside will be the main focus for growth and investment in the North region.

Strategic and Local Development Plans across the region must recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing and transport infrastructure.

The Welsh Government will work with regional bodies and local authorities in the region and in neighbouring regions of England to promote and enhance Wrexham and Deeside's strategic role and ensure key investment decisions support places in the National Growth Area and the wider region."

2.5 Llwybr Newydd – The Wales Transport Strategy 2021

2.5.1 Llwybr Newydd: The Wales Transport Strategy 2021 sets out the Welsh Government's long-term vision for a transport system in Wales that is accessible, sustainable and efficient. The Strategy seeks to deliver a shift towards more sustainable modes of travel whilst ensuring that the transport network continues to support access to employment, services and economic activity.

2.5.2 The Strategy identifies three headline priorities:

i) Priority 1 – bring services to people in order to reduce the need to travel;
ii) Priority 2 – allow people and goods to move easily from door to door by accessible, sustainable transport services and infrastructure; and
iii) Priority 3 – encourage people to make the change to more sustainable transport.

2.6 Wrexham Unitary Development Plan (UDP) 1996–2011

2.6.1 The Wrexham Unitary Development Plan (UDP) 1996–2011 was adopted on 14 February 2005 and, together with Future Wales, currently forms part of the statutory development plan for Wrexham County Borough.

2.6.2 Of most relevance to this TA is Policy T8 (Parking), which states:

"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,

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."

2.7 Summary

2.7.1 Subsequent sections of this TA have been prepared with regard to the relevant national and local planning and transport policy framework, including Planning Policy Wales (Edition 12), Future Wales: The National Plan 2040, Llwybr Newydd – The Wales Transport Strategy 2021, TAN 18: Transport, and the Wrexham Unitary Development Plan (UDP) 1996–2011.

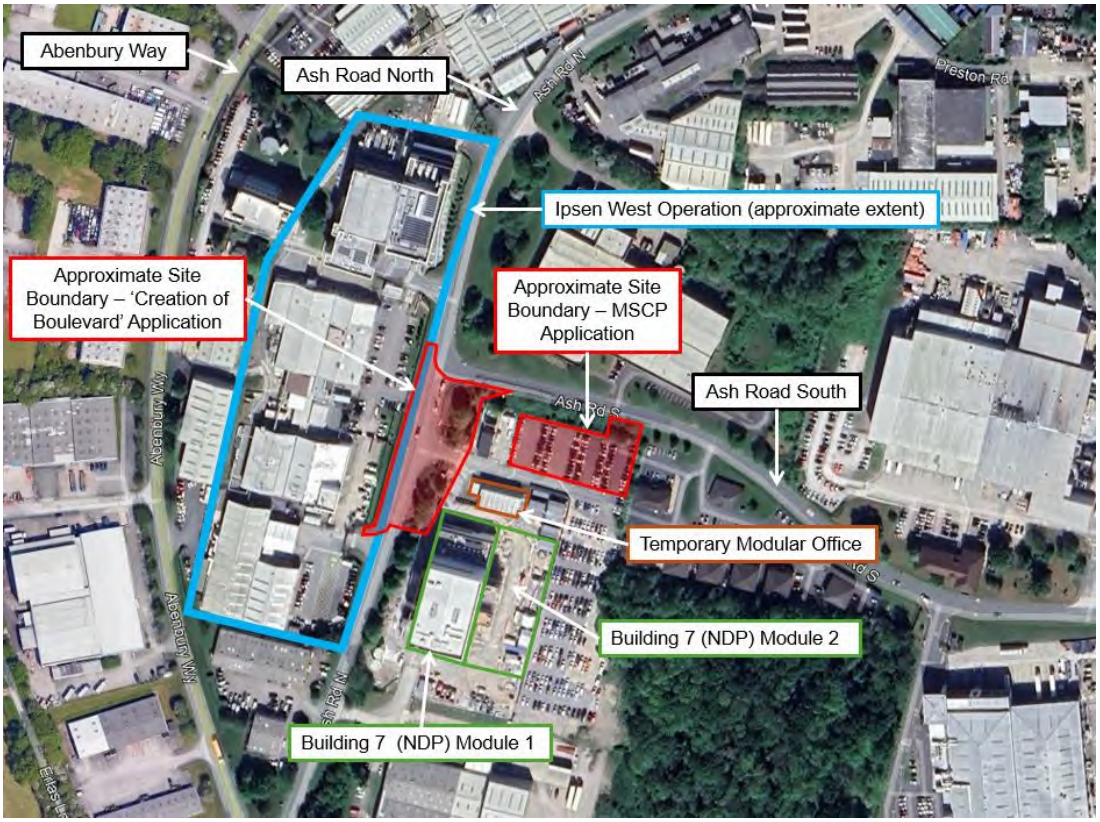
2.7.2 Together, these documents establish a planning framework which seeks to balance the delivery of sustainable and accessible development with the need to support economic activity, ensure effective movement of people and goods, and maintain the safe and efficient operation of the transport network.

3.0 EXISTING CONDITIONS

3.1 Site Locations

3.1.1 **Image 3.1** below shows the location of the sites relating to the MSCP application and the 'Stopping Up' application.

Image 3.1 – Site Locations



3.1.2 As can be seen on **Image 3.1**, the MSCP application site is located to the south of Ash Road South and immediately to the north of the approved (and now under-construction) NDP Building 7 (per application ref: P/2023/0482) and the associated temporary modular office building (approved under application ref: P/2023/0113).

3.1.3 The 'Stopping Up' application relates to an approximately 90-metre section of Ash Road North located between the Ipsen campus areas.

3.1.4 In the wider context, the sites are located approximately 4km to the east of Wrexham Town Centre and approximately 8km south-east of Llay Village. The area surrounding the sites is industrial in nature.

3.1.5 Vehicular access to the MSCP application site is currently provided by an existing junction off Ash Road North, which features a simple priority-controlled junction design with an electric sliding gate. The access is around 6m at its narrowest point, widening internally, and features 15m corner radii. This access would be closed removed if the planning applications for the MSCP, 'Stopping Up' and rear NDP HGV access are approved.

3.2 Existing Site Uses

3.2.1 The MSCP application site currently comprises a surface car park comprising 288 spaces, and the 'Stopping Up' application comprises a circa 90-metre section of Ash Road North, which is publicly adopted highway.

3.3 Local Highway Network

Ash Road North

3.3.1 Ash Road North is a single lane two-way industrial road which runs in an approximately north-east / south-west direction within the vicinity of the Site. The road runs from the North Road / Ash Road North priority-controlled junction to the south-west of the Site to the Ash Road North / Abenbury Way / Bryn Lane / Industrial Estate Road roundabout circa 1.3km to the north-east.

3.3.2 Ash Road North features a circa 7.5m carriageway wide road and circa 2.0m wide pedestrian footways on both sides of the road in the vicinity of the Site. There are regularly spaced street lighting columns on both sides, and the road has recently been reduced to a 30mph speed limit.

Ash Road South

3.3.3 Ash Road South is a single lane two-way industrial road which runs in a general east to west direction within the vicinity of the Site. The road runs between its priority-controlled junction with Ash Road North to the west, and its priority-controlled crossroads junction with Ash Road South / unnamed industrial access road to east, from where it then continues in a southerly direction towards Bridge Road North.

3.3.4 Ash Road South features a circa 7.3m carriageway wide road and grass verges on both sides. There is a 2.0m wide footway on the north side, adjacent to the Hauck Group access, which runs west to connect to the footway on Ash Road North. There

is no footway on the south side of the road in the vicinity of the Site. The road is subject to a 30mph speed limit and has a system of street lighting.

3.4 Traffic Regulation Orders

3.4.1 There are currently no Traffic Regulation Orders (TROs) in the vicinity of the Site along Ash Road North or Ash Road South.

3.5 Road Safety

3.5.1 Personal Injury Accident (PIA) data for the local highway network to the sites has been obtained from the online CrashMap resource. Data has been interrogated for the most recently available complete three-year period, which is between 2022 and 2024 inclusive.

3.5.2 As indicated on **Image 3.2**, no accidents have been reported within a circa 300m radius of the sites. Road safety does not therefore cause a material concern in the context of the proposed developments.

Image 3.2 – CrashMap Extract (2022-2024 Inclusive)



4.0 PROPOSED DEVELOPMENT (MSCP APPLICATION)

4.1 Overview

4.1.1 The MSCP Application comprises seven-storey split-deck MSCP with a total of 402-spaces to be served via a new vehicular access from Ash Road South, at the north-eastern corner of the Site.

4.1.2 The car park has been designed as follows:

i) All standard car parking spaces measure 2.6m x 5.0m;
ii) Bays located adjacent to boundary walls are slightly wider, at 2.8m x 5.0m, to allow ease of access;
iii) Disabled bays measure 3.6m x 5.0m;
iv) A 1.2m wide pedestrian walkway is proposed, alongside a 4.75m aisle width; and
v) The car park will operate in a one-way clockwise direction.

4.1.3 The proposed site plans are contained in **Appendix A** to the rear of this report.

4.2 Purpose of and Justification for the Proposed MSCP

4.2.1 The Applicant currently operates a substantial pharmaceutical manufacturing and distribution campus at Wrexham Industrial Estate. Existing staff parking is distributed across a number of separate parking areas located on both the eastern and western sides of Ash Road North.

4.2.2 The existing parking provision on the western side of Ash Road North is understood to comprise approximately 146 spaces currently in active use. A further 33 spaces are understood to exist outside Unit 10, although these are not presently in use.

4.2.3 The proposed MSCP is intended to consolidate existing dispersed staff parking associated with the wider Ipsen operation, including parking related to NDP Building 7. The proposal would also provide additional flexibility and resilience within the wider parking strategy, prevent overspill parking and support the future consolidation of parking provision across the campus, should this be required.

4.2.4 In addition, the proposed MSCP would result in the reconfiguration of the external parking areas surrounding the NDP buildings (approved under application

P/2023/0482), resulting in the provision of a further 163 spaces. Parking provision to the east of Ash Road North would therefore comprise 565 spaces in total.

4.2.5 A breakdown of the proposed parking schedule to the east of Ash Road North is also provided below in **Table 2.1**.

Table 2.1 – Proposed Car Parking

Type	External	MSCP
Regular	88	397
Visitor	20	0
Disabled	26	5
EV disabled	3	0
EV	26	0
Total	**163**	**402**
Overall Total	**565**	

4.2.6 Taking account of the proposed eastern-side provision and the existing operational parking provision to the west of Ash Road North, the wider Ipsen campus would accommodate approximately 711 parking spaces. This figure would increase to approximately 744 spaces should the currently unused Unit 10 spaces be brought back into use (although this is not anticipated).

4.2.7 The proposal should be understood as a campus-wide parking strategy rather than provision intended to support material growth in staffing levels or external trip generation. The dispersed nature of the existing parking provision, together with the ongoing evolution of the wider Ipsen estate, creates a requirement for a more consolidated, adaptable and resilient parking arrangement.

4.2.8 The principal purpose of the MSCP is therefore to provide a more efficient and manageable parking resource for the wider campus, accommodating day-to-day operational requirements, shift overlap and future estate flexibility. Staffing levels are not expected to materially increase, and the proposal is not intended to facilitate employment growth.

4.2.9 The benefits of the proposed parking strategy include:

i) Provision of a substantial consolidated parking resource on the eastern side of Ash Road North;
ii) Reduction in pedestrian movements between dispersed parking areas and operational parts of the campus;

iii) Reduction in internal circulation pressures across the wider site;
iv) Improved site management and operational safety; and
v) Provision of longer-term flexibility to support future estate reconfiguration.

Adopted Parking Standards Context

4.2.10 The proposed level of parking provision can be considered against the parking standards contained within WCBC's Local Planning Guidance Note 16 (LPGN 16).

4.2.11 Information provided by the project team indicates that the currently identified gross floor area across the wider Ipsen site, including NDP Building 7, is approximately 31,156sqm. On a broad benchmark basis, if the site were assessed solely against the B2 General Industry maximum parking standard contained within LPGN 16 (1 space per 50sqm gross floor area), this would equate to approximately 623 parking spaces.

4.2.12 However, that benchmark should be used only as a high-level reasonableness check only. First, it is understood that the current 31,156sqm figure does not capture all floorspace across the wider campus and therefore understates the total developed area. Secondly, the Ipsen site does not align neatly with a single generic B2 General Industry classification. Parts of the campus include office, welfare and light industrial / business-type accommodation, which do not sit comfortably within a blanket B2 categorisation, and may, in parts, be more comparable to B1 office-type accommodation under LPGN 16, where the maximum parking standard is materially higher (1 space per 30sqm).

4.2.13 For completeness, if the entirety of the identified floorspace were assessed against the B1 parking standard contained within LPGN 16 (1 space per 30sqm), this would equate to approximately 1,039 parking spaces.

4.2.14 The proposed campus-wide parking provision of approximately 711 spaces therefore falls between the parking provision that would be generated through application of the B2 and B1 standards.

4.2.15 Given that the Ipsen campus comprises a combination of manufacturing, laboratory, office, welfare and ancillary accommodation, it is considered that neither the B1 nor the B2 standards are perfectly aligned to the operations that take place, when considered in isolation. However, the proposed level of parking provision sits within

the range that would reasonably be expected for a mixed-use employment, research and manufacturing campus of this nature, and is therefore considered to represent an appropriate level of provision.

4.3 Relationship with Separate HGV Access Application

4.3.1 As mentioned earlier, a separate planning application has recently been submitted for the formation of a dedicated HGV servicing access off Ash Road North to serve the rear of the NDP building (ref: P/2026/0172). This comprises:

i) A simple priority-controlled access;
ii) Left-out and right-in HGV movements only;
iii) Extremely low HGV frequency (2 bulk gas tankers per week – 4 two-way trips);
iv) Single-track access design reflecting very low usage levels; and
v) Proposed planning condition to restrict intensification of HGV movements.

4.3.2 The formation of this access would allow for the:

i) Complete segregation of HGV servicing movements from proposed MSCP staff parking traffic;
ii) Removal of HGV routing through the existing staff car park; and
iii) Improved internal safety and operational efficiency.

4.4 Proposed Site Access Arrangements

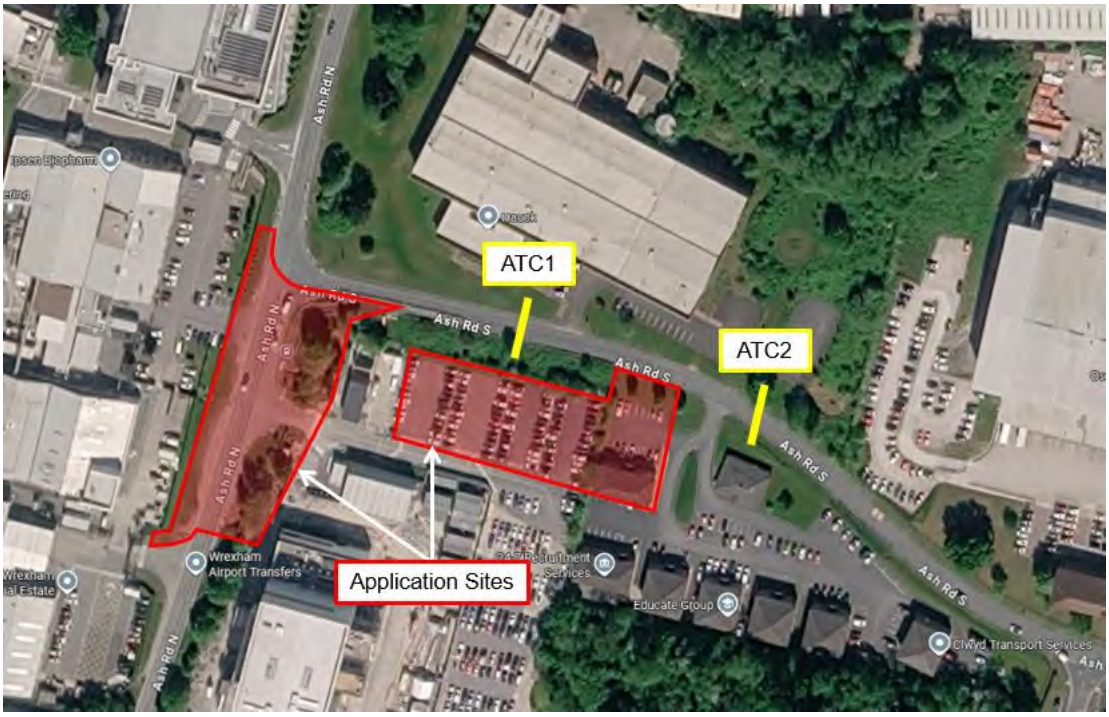
4.4.1 As shown on the proposed site plan in **Appendix A**, a new priority-controlled vehicular access is proposed off Ash Road South, at the north-eastern corner of the Site, in order to serve the proposed MSCP.

4.4.2 As discussed above in **Section 4.3**, HGV access to the rear of NDP Building 7 is intended to remain separate from the proposed MSCP access.

Visibility Splays

4.4.3 In April 2026, Axis commissioned two Automatic Traffic Count (ATC) surveys along Ash Road South. Specifically, the surveys were undertaken between Wednesday 15 April 2026 and Tuesday 21 April 2026) inclusive. The approximate locations of the ATCs are shown on **Image 4.1**.

Image 4.1 – ATC Locations, Ash Road South



4.4.4 The ATC surveys were undertaken following the reduction in the speed limit along Ash Road South in 2025, from 40mph to 30mph.

4.4.5 The ATC surveys have been used to establish 85th percentile speeds along Ash Road South. A copy of the ATC data is contained in **Appendix B**, and the relevant observed 85th percentile speeds are summarised as follows:

i) ATC1 (Eastbound) – 34.8mph; and
ii) ATC2 (Westbound) – 37.8mph.

4.4.6 TAN18 guidance includes two tables on page 44 relating to visibility standards, one of which (Table A) is based on Design Manual for Roads and Bridges (DMRB) standards and one of which (Table B) is based on MfS standards.

4.4.7 TAN18 states that the MfS-based standards should only be applied *"for roads in built up areas where actual or design speeds are 60km/h or below (not applicable to trunk roads)"*.

4.4.8 Review of the ATC survey results demonstrate that observed 85th percentile speeds along Ash Road South exceed the recently implemented 30mph speed limit. They also indicate that, whilst the vehicle speeds travelling eastbound towards the proposed MSCP access would fall below the 37mph threshold at which MfS-based standards apply, the vehicle speeds travelling westbound only very marginally exceed this threshold (i.e. by just 0.8mph). If an extremely strict interpretation of the standards is followed, visibility to the west of the access would therefore need to be based on DMRB-based standards.

4.4.9 In accordance with the observed 85th percentile speeds, and guidance contained in TAN18, MfS, and CD109 and CD123 of the DMRB, the following visibility splays would therefore be required to be achieved from the proposed MSCP access:

i) 2.4m x 50.7m visibility splay to the west (per MfS-based standards); and
ii) 2.4m x 92m visibility splay to the east (per DMRB-based standards).

4.4.10 Notwithstanding the above, it is important to note that the observed westbound 85th percentile speed exceeds the 37mph threshold by only 0.8mph. Given the marginal nature of this exceedance, it is considered that vehicle speeds could readily be reduced below the threshold through the introduction of proportionate traffic calming measures, which the Applicant would be willing to fully fund, should these be considered necessary by the LHA. Such measures could, for example, include roundel or 'dragons teeth' markings on the carriageway, and / or digital vehicle activated speed sign(s).

4.4.11 In such circumstances, the application of MfS-based standards contained within Table B of TAN18 are considered to be much more appropriate, which would therefore result in a reduced visibility splay requirement of 2.4m x 58m to the east and 2.4m x 50.7m to the west.

4.4.12 **Drawing Number 5246-D10** in **Appendix C** shows the visibility splays from the proposed MSCP access accordingly.

4.4.13 The required visibility splays are capable of being accommodated within land protected by Condition 11 of planning permission ref: P/2005/0453 for the adjacent Blackwood Business Park development. Condition 11 of that permission requires visibility splays of 4.5m × 120m in both directions at Access B (located to the east of the proposed MSCP Site access), within which no obstruction exceeding 1 metre in height above carriageway level is permitted. This effectively requires the land within the visibility envelope to be kept clear of any significant physical obstructions and thus ensures that the land within the visibility envelopes associated with the proposed MSCP access will be achievable in perpetuity.

4.4.14 The extent of the visibility requirements associated with condition 11 is also shown on **Drawing 5246-D10** (**Appendix C**) for context.

4.4.15 **Drawing 5246-D10** (**Appendix C**) also shows the swept path analysis of the proposed MSCP access, which has been undertaken using a large car.

5.0 PROPOSED DEVELOPMENT ('STOPPING UP' APPLICATION)

5.1 Overview

5.1.1 The 'Stopping Up' application comprises the stopping-up of an approximately 90-metre section of Ash Road North in order to:

i) Remove vehicular severance between east and west campus areas;
ii) Improve pedestrian safety and site cohesion between the buildings on the eastern and western sides of Ash Road North; and
iii) Rationalise internal vehicle circulation.

5.1.2 The proposed site plans are contained in **Appendix A**.

5.1.3 The proposed stopping-up of approximately 90 metres of Ash Road North will alter vehicle routing for:

i) Ipsen staff; and
ii) Users of existing adjacent businesses to the south that currently gain access from Ash Road North (including Proserve, Milner Engineering, Jonny's Garage, AspecTec, Westminster Plastics and others).

5.1.4 Some minor redistributive effects may also occur to general background traffic within the wider industrial estate, which are considered in **Chapter 6** of this TA.

5.2 Legislative Mechanism (Wales)

5.2.1 If the application is approved, the stopping-up will be progressed under the provisions of the Town and Country Planning Act 1990 (as applicable in Wales).

5.2.2 It is proposed that the stopping-up will be undertaken via a Section 247 TCPA 1990 application, following the grant of planning permission.

5.2.3 In Wales, Section 247 Orders are made by the Welsh Ministers, with administration undertaken by the Welsh Government. The process typically involves:

i) Submission of Draft Order plans and supporting justification;
ii) Consultation with statutory consultees (including WCBC as Local Highway Authority);
iii) Public advertisement of the Draft Order and a statutory objection period; and

iv) Consideration of representations and determination by the Welsh Ministers.

5.2.4 The Order cannot be confirmed unless planning permission has been granted, and the stopping-up must be necessary to enable the authorised development to proceed. This approach ensures that:

i) The planning merits of the development are first determined by WCBC;
ii) The stopping-up process proceeds only once planning permission is secured; and
iii) Programme risk associated with concurrent highway order processing is avoided[1].

5.2.5 Early engagement with WCBC and relevant statutory undertakers will be maintained to ensure that the Section 247 process can proceed efficiently following grant of planning permission.

5.3 Bus Route Diversion

5.3.1 Arriva Bus Service No. 41 currently operates an hourly anti-clockwise loop through Wrexham Industrial Estate, including a section of Ash Road North that is proposed to be stopped-up. As a result, the proposed stopping-up would prevent the bus from continuing along its current route and would render the two existing bus stops on Ash Road North (immediately west and south-west of the Site) redundant.

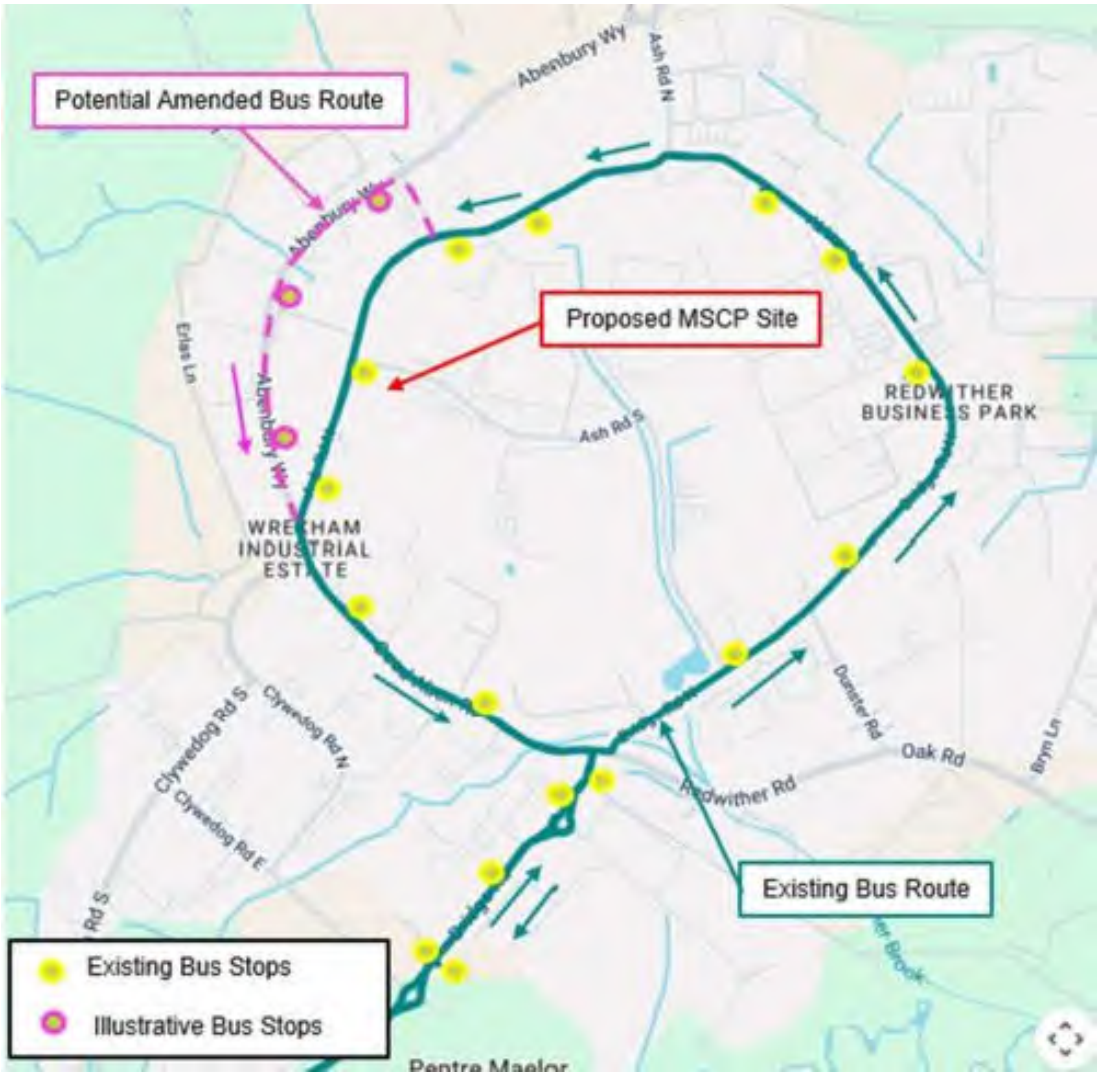
5.3.2 To maintain continuity of the existing service, a minor route diversion is proposed. The indicative alignment is shown on **Image 5.1** and on **Drawing Number 5246-D09** in **Appendix C**. The existing bus stops along Ash Road North, to the south of its junction with Ash Road South, would be removed / reinstated accordingly.

5.3.3 The suggested diversion route would redirect the no.41 bus service via Ash Road South and the adjacent industrial estate roads, re-joining the current loop, without materially increasing the distance travelled or adding disproportionate delay to the timetable. The revised routing remains fully compatible with the operational

[1] *Such as that which can occur under S253 of the TCPA 1990 in England*

characteristics of Service 41 and continues to provide good access to premises within the estate.

Image 5.1 – Bus Service No. 41 Route and Proposed Diversion



5.3.4 Early engagement has been undertaken with the LHA regarding the proposed diversion of Bus Service No. 41. Through these discussions, WCBC has confirmed that, subject to the Applicant funding the necessary works and associated implementation costs, it would take responsibility for liaising with the relevant stakeholders and facilitating the delivery of the required changes to the bus route and associated infrastructure.

5.3.5 The LHA also confirmed that they would engage with Arriva to confirm the acceptability of the amended alignment, agree any operational refinements, and determine suitable replacement bus stop locations (including shelter upgrades).

5.3.6 Overall, the diversion provides a practical and low impact means of maintaining bus service coverage across the estate whilst enabling the benefits associated with the MSCP and the stopping up of Ash Road North to be realised.

5.4 Proposed Traffic Regulation Order

5.4.1 As set out in **Chapter 6** of this TA, the 'Stopping Up' application will result in the need for Ipsen staff and vehicles associated with existing localised and adjacent businesses to alter their vehicle routing.

5.4.2 For example, vehicles travelling to Wrexham Industrial Estate from the south, which currently route via Ash Road North and Ash Road South, would need to re-route via Bridge Road North and Ash Road South, or, via Abenbury Way.

5.4.3 It is acknowledged that on-street parking currently takes place in the vicinity of Ash Road South, which can reduce effective carriageway width and may have an influence on visibility and the free flow of traffic at the junction to the north-east of the Village Bakery. This has been referred to in representations from local businesses as part of the pre-application consultation (PAC) exercise that has been carried out recently.

5.4.4 In order to manage the potential re-distributive impacts associated with the 'Stopping Up' application, and further to recent discussions with WCBC Highways, the Applicant is therefore willing to fully fund the implementation of a TRO, in the form of double yellow lines along Ash Road South, to the extent (or similar) indicated on **Drawing Number 5246-D08** in **Appendix C**.

5.4.5 This could be secured through a Section 106 Agreement, or S278 Agreement, with WCBC using its best endeavours to progress and implement the TRO accordingly.

6.0 TRAFFIC IMPACT & REDISTRIBUTION

6.1 Overview

6.1.1 As set out earlier in this TA, the proposed MSCP will not generate ***new*** external traffic in and of itself, but it will redistribute existing staff trips to a single consolidated car park. In addition, the proposed 'Stopping Up' application will alter vehicle routing for:

i) Ipsen staff; and
ii) Users of existing adjacent businesses that currently use Ash Road North (for example, Proserve, Milner Engineering, Jonny's Garage, AspecTec, Westminster Plastics and others).

6.1.2 Some minor redistributive effects may also occur to general background traffic within the estate.

6.1.1 As also set out earlier in this TA, this assessment of the two planning application proposals gives rise to three potential scenarios:

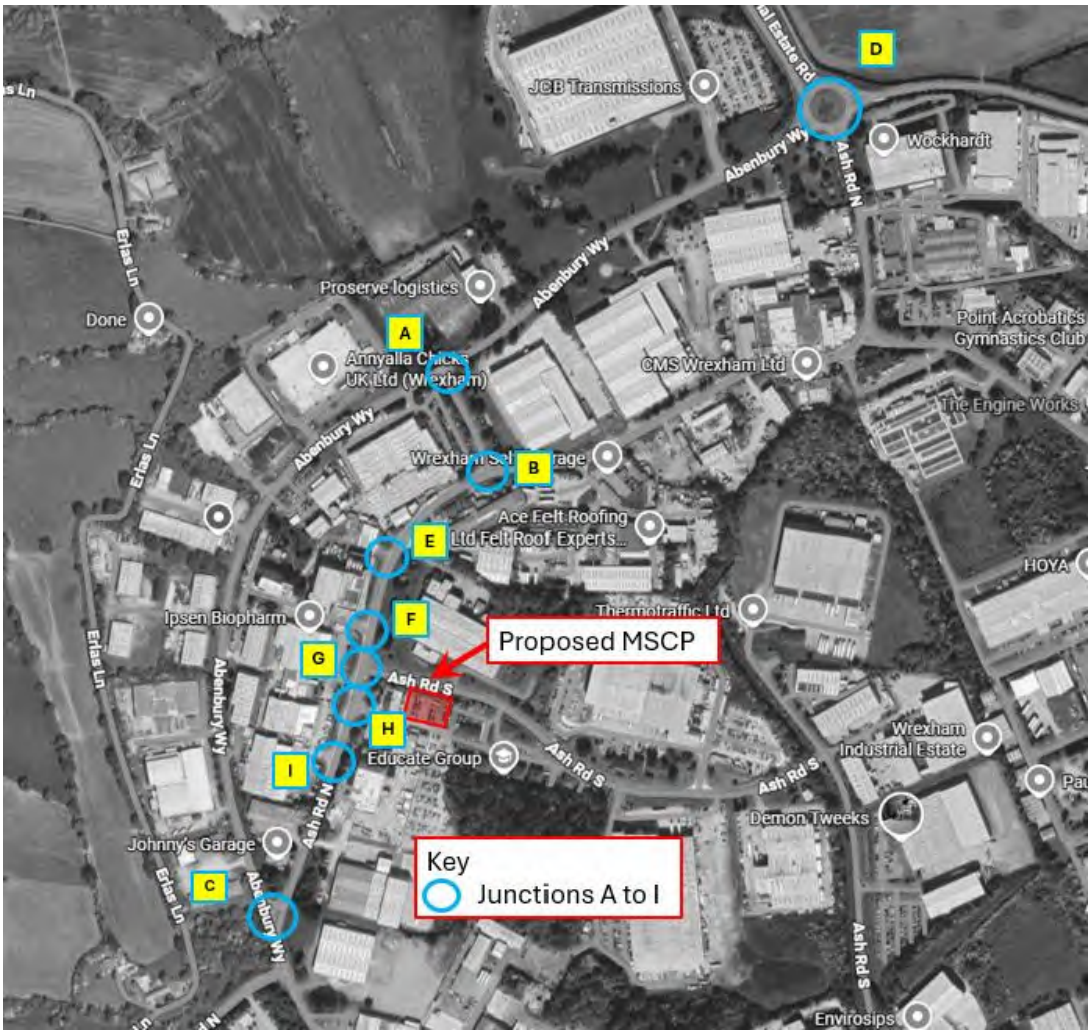
i) 'Scenario 1' – The MSCP application is approved, and the 'Stopping Up' application is not approved;
ii) 'Scenario 2' – Both the MSCP application and the 'Stopping Up' application are approved; and
iii) 'Scenario 3' – The 'Stopping Up' application is approved and the MSCP application is not approved.

6.1.2 The traffic implications of each scenario are discussed in this Chapter.

6.2 2026 Existing Traffic Flows

6.2.1 The TSN identified the junctions to be surveyed in order to inform the TA. These are shown on **Image 6.1** below.

Image 6.1 – Junction Surveys



6.2.2 The 2026 AM and PM peak hour turning flows have been converted to Passenger Car Units (PCUs). **Figure D1** in **Appendix D** shows the 2026 AM peak hour flows and **Figure D2** shows the equivalent PM peak hour flows.

6.2.3 Review of the traffic survey data confirms that no traffic used the "Despatch Goods Out Only" gate at Junction E on **Image 6.1** during the surveyed peak periods. Accordingly, the three principal access points currently used by Ipsen staff are:

i) 'Ipsen Gate 1' – as shown at junction "F" on **Image 6.1.**
ii) 'Ipsen Building 7 Access' – as shown at junction "H" on **Image 6.1.**
iii) 'Ipsen Gate 3 – as shown at junction "I" on **Image 6.1.**

6.2.4 As discussed in the TSN, an initial redistribution methodology based on 2011 Census Journey to Work data was used to identify the junctions most likely to be affected by the development proposals and to inform the survey scope.

6.2.5 The traffic implications of the proposals have subsequently been refined using the 2026 observed turning count data. In broad terms, Scenario 1 considers the redistribution of existing Ipsen staff traffic from the current access points at Junctions F, H and I to the proposed MSCP access via the local network. Scenarios 2 and 3 additionally consider the wider reassignment of traffic associated with the stopping-up of Ash Road North.

6.2.6 In this context, particular attention has been given to the existing Ipsen access points and the surrounding local junctions, including Junction G (Ash Road North / Ash Road South) and, where relevant to the stopping-up scenarios, Junctions A, B, C and D as shown on **Image 6.1**.

6.3 Scenario 1 – MSCP Only

6.3.1 This section considers the traffic impacts arising from Scenario 1, whereby only the MSCP application is approved.

6.3.2 **Appendix E** shows the likely AM peak hour redistribution effects associated with the reassignment of traffic currently using Ipsen Gate 3. **Figure E1** considers the left-turn-in movement, **Figure E2** the right-turn-in movement, **Figure E3** the right-turn-out movement and **Figure E4** the left-turn-out movement.

6.3.3 **Figures E5** to **E8** show the AM peak hour redistribution effects at the Ipsen Building 7 access, whilst **Figures E9** to **E12** show the equivalent redistribution effects at Ipsen Gate 1.

6.3.4 **Figure E13** shows the cumulative AM peak hour redistribution effect on the local road network arising from the reassignment of traffic from all three existing Ipsen access points to the proposed MSCP. **Figure E14** then applies this redistribution effect to the 2026 AM peak hour traffic flows.

6.3.5 **Figures E15** to **E26** show the equivalent PM peak hour redistribution effects at the three existing Ipsen access points, whilst **Figure E27** shows the cumulative effect on the local road network. **Figure E28** then applies this redistribution effect to the 2026 PM peak hour traffic flows.

6.3.6 In accordance with the TSN, TEMPro growth factors have been applied to the redistributed 2026 base flows in order to derive a 2031 future year assessment. The factors applied are 1.0442 in the AM peak and 1.0441 in the PM peak. **Figure E29** shows the 2031 AM peak hour flows and **Figure E30** shows the equivalent 2031 PM peak hour flows.

6.3.7 In Scenario 1, the reassigned staff traffic using the proposed MSCP access is light in the context of a priority-controlled junction. In the AM peak hour, 188 staff vehicles would turn right into the site and would only be required to give way to 38 westbound vehicles on Ash Road South, whilst only 12 staff vehicles would turn left out. In the PM peak hour, the principal movement would be outbound, with 115 staff vehicles turning left out and only 11 vehicles turning right into the site. Even in the worst-case AM peak scenario, the level of inbound demand equates to approximately one arriving vehicle every 20 seconds. The proposed priority junction would therefore be expected to easily accommodate this level of traffic, with ample spare capacity.

6.4 Scenario 2 – MSCP with Stopping Up

6.4.1 This section considers the traffic impacts arising from Scenario 2, whereby both the MSCP application and the proposed stopping-up of Ash Road North are approved.

6.4.2 Under this scenario, traffic effects arise from two sources. First, existing Ipsen staff traffic currently using the three existing Ipsen access points would be redistributed to the proposed MSCP access. Secondly, the stopping-up of Ash Road North would result in the reassignment of general traffic on the local highway network, including traffic currently passing through the section of Ash Road North proposed to be stopped up.

6.4.3 **Appendix F** shows the likely AM peak hour redistribution effects associated with the reassignment of traffic currently using Ipsen Gate 3. **Figure F1** considers the left-turn-in movement, **Figure F2** the right-turn-in movement, **Figure F3** the right-turn-out movement and **Figure F4** the left-turn-out movement.

6.4.4 **Figures F5** to **F8** show the AM peak hour redistribution effects at the Ipsen Building 7 access, whilst **Figures F9** to **F12** show the equivalent redistribution effects at Ipsen Gate 1.

6.4.5 In addition to the redistribution of Ipsen staff traffic, **Figures F13** to **F16** show the AM peak hour redistribution effects associated with general traffic affected by the stopping-up of Ash Road North. These comprise the reassignment of the following movements:

i) southbound ahead on Ash Road North;
ii) northbound ahead on Ash Road North;
iii) northbound right-turn movement from Ash Road North to Ash Road South; and
iv) southbound left-turn movement from Ash Road South to Ash Road North.

6.4.6 **Figure F17** shows the combined cumulative AM peak hour redistribution effect on the local road network arising from both the reassignment of traffic from the three existing Ipsen access points to the proposed MSCP and the redistribution of general traffic resulting from the stopping-up of Ash Road North. **Figure F18** then applies this combined redistribution effect to the 2026 AM peak hour traffic flows.

6.4.7 **Figures F19** to **F30** show the equivalent PM peak hour redistribution effects at the three existing Ipsen access points.

6.4.8 In addition, **Figures F31** to **F34** show the PM peak hour redistribution effects associated with general traffic affected by the stopping-up of Ash Road North.

6.4.9 **Figure F35** shows the combined cumulative PM peak hour redistribution effect on the local road network arising from both the reassignment of traffic from the three existing Ipsen access points to the proposed MSCP and the redistribution of general traffic resulting from the stopping-up of Ash Road North. **Figure F36** then applies this combined redistribution effect to the 2026 PM peak hour traffic flows.

6.4.10 In accordance with the approach set out earlier in this Chapter, TEMPro growth factors have then been applied to the redistributed 2026 base flows in order to derive a 2031 future year assessment. **Figure F37** shows the 2031 AM peak hour flows and **Figure F38** shows the equivalent 2031 PM peak hour flows.

6.4.11 In Scenario 2, the reassigned staff traffic levels using the proposed MSCP access would also remain low in the context of a priority-controlled junction. In the AM peak hour, 170 staff vehicles would turn right into the site and 18 would turn left into the site, whilst only 11 staff vehicles would turn left out and 1 would turn right out. In the PM peak hour, the principal movement would again be outbound, with 102 staff

vehicles turning left out and 12 turning right out, whilst inbound movements would comprise only 9 right-turn-in movements and 3 left-turn-in movements. Taken together, these flows indicate that the proposed access arrangement would operate easily and comfortably within capacity.

6.5 Scenario 3 – Stopping-Up Only

6.5.1 This section considers the traffic impacts arising from Scenario 3, whereby the proposed stopping-up of Ash Road North is approved, but the MSCP application is not approved.

6.5.2 Under this scenario, traffic effects arise from the stopping-up of Ash Road North only. Although there would be no redistribution of traffic to a new MSCP access, the stopping-up would nevertheless require the reassignment of existing traffic on the local highway network, including both existing Ipsen staff traffic and other traffic currently passing through the section of Ash Road North proposed to be stopped up. This includes, for example, existing staff movements travelling southbound on Ash Road North to access Ipsen Gate 3.

6.5.3 **Appendix G** shows the likely AM peak hour redistribution effects associated with the reassignment of existing Ipsen staff traffic affected by the stopping-up of Ash Road North at Ipsen Gate 3. **Figure G1** considers the left-turn-in movement, **Figure G2** the right-turn-in movement, **Figure G3** the right-turn-out movement and **Figure G4** the left-turn-out movement.

6.5.4 **Figures G5** to **G8** show the AM peak hour redistribution effects at the Ipsen Building 7 access, whilst **Figures G9** to **G12** show the equivalent redistribution effects at Ipsen Gate 1.

6.5.5 In addition to the redistribution of existing Ipsen staff traffic, **Figures G13** to **G16** show the AM peak hour redistribution effects associated with general traffic affected by the stopping-up of Ash Road North. These comprise the reassignment of the following movements:

i) southbound ahead on Ash Road North;
ii) northbound ahead on Ash Road North;
iii) northbound right-turn movement from Ash Road North to Ash Road South; and
iv) southbound left-turn movement from Ash Road South to Ash Road North.

6.5.6 **Figure G17** shows the combined cumulative AM peak hour redistribution effect on the local road network arising from both the reassignment of existing Ipsen staff traffic and the redistribution of general traffic resulting from the stopping-up of Ash Road North. **Figure G18** then applies this combined redistribution effect to the 2026 AM peak hour traffic flows.

6.5.7 **Figures G19** to **G30** show the equivalent PM peak hour redistribution effects at the three existing Ipsen access points.

6.5.8 In addition, **Figures G31** to **G34** show the PM peak hour redistribution effects associated with other traffic affected by the stopping-up of Ash Road North.

6.5.9 **Figure G35** shows the combined cumulative PM peak hour redistribution effect on the local road network arising from both the reassignment of existing Ipsen staff traffic and the redistribution of general traffic resulting from the stopping-up of Ash Road North. **Figure G36** then applies this combined redistribution effect to the 2026 PM peak hour traffic flows.

6.5.10 In accordance with the approach set out earlier in this Chapter, TEMPro growth factors have then been applied to the redistributed 2026 base flows in order to derive a 2031 future year assessment. **Figure G37** shows the 2031 AM peak hour flows and **Figure G38** shows the equivalent 2031 PM peak hour flows.

6.6 Summary

6.6.1 This Chapter has considered the traffic implications of the three development scenarios associated with the MSCP application and the proposed stopping-up of Ash Road North.

6.6.2 The 2026 observed traffic flows indicate that the principal existing Ipsen access points used by staff are Ipsen Gate 1, the Ipsen Building 7 access and Ipsen Gate 3. These observed flows have been used as the basis for assessing the redistribution effects associated with each scenario.

6.6.3 Under Scenario 1, where the MSCP application is approved but the stopping-up of Ash Road North does not proceed, the principal effect would be the redistribution of existing Ipsen staff traffic from the current access points to the proposed MSCP access. This would alter turning movements on the local network to a small degree, but it would not be expected to give rise to any ***new*** external trip generation.

6.6.4 Under Scenario 2, where both the MSCP application and the stopping-up of Ash Road North are approved, traffic effects would arise from two sources. First, existing Ipsen staff traffic would be redistributed to the proposed MSCP access. Secondly, the stopping-up of Ash Road North would require the reassignment of other existing traffic on the local highway network, including traffic currently passing through the section of road proposed to be stopped up. Scenario 2 therefore represents the greatest degree of redistribution on the local network, although still low in overall / absolute terms.

6.6.5 Under Scenario 3, where the stopping-up of Ash Road North is approved but the MSCP application does not proceed, there would be no redistribution of staff traffic to a new MSCP access. However, the stopping-up would still require the reassignment of existing Ipsen staff traffic and other existing traffic currently using Ash Road North. In this respect, Scenario 3 would still give rise to redistribution effects, albeit without the additional reassignment associated with the proposed MSCP access.

6.6.6 In both Scenarios 2 and 3, the stopping-up of Ash Road North would re-route some traffic via Abenbury Way, resulting in changes in turning movements at Junction C (Abenbury Way / Ash Road North) and Junction D (Abenbury Way / Ash Road North / Bryn Lane / Industrial Estate Road roundabout). Notwithstanding this reassignment, the assessment indicates that both junctions have sufficient capacity to accommodate the redistributed traffic movements.

6.6.7 This is consistent with the scoping discussions with the LHA. The meeting with the LHA on 29th April 2026 records that the proposals were understood to represent a redistribution of existing trips rather than the generation of new traffic, that the local highway network was not considered sensitive to significant queuing impacts given its industrial nature, and that junction modelling was not considered necessary.

6.6.8 For each scenario, the assessment has considered the redistribution effects in the 2026 base year and has then applied TEMPro growth factors to derive a 2031 future year assessment. This provides a proportionate basis for examining the likely operation of the local highway network under future baseline and with-development conditions.

6.6.9 Overall, the assessment confirms that the proposals do not materially increase external trip demand, but instead primarily involve the redistribution of existing traffic movements associated with Ipsen's operations and, where relevant, the stopping-up of Ash Road North. The detailed flow diagrams contained within Appendices E, F and G provide the basis for the overall redistribution assessment.

7.0 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 This TA has been prepared to assess the transport and highway implications of two planning applications in relation to land at Wrexham Industrial Estate, comprising a proposed 402-space Multi-Storey Car Park (MSCP) and the proposed stopping-up of an approximately 90-metre section of Ash Road North ('Stopping Up' application), which would be progressed via a Section 247 TCPA 1990 application following the grant of planning permission.

7.1.2 The TA has considered the proposals both individually and cumulatively, reflecting three development scenarios: MSCP only, stopping-up only, and combined MSCP with stopping-up.

7.1.3 The proposals form part of a wider campus-wide strategy to rationalise and consolidate parking provision and improve internal connectivity across the Ipsen site. The MSCP would not generate additional staff trips in itself, but instead it would consolidate existing dispersed parking to improve operational efficiency, safety and site management.

7.1.4 The stopping-up of Ash Road North would alter existing localised routing arrangements for Ipsen staff and users of adjacent industrial premises. However, the effect is primarily redistributive, with traffic re-assigned onto alternative routes across the local highway network.

7.1.5 The assessment confirms that the local highway network is capable of accommodating the redistributed traffic associated with all three scenarios. Whilst some changes in turning movements occur at key junctions, no material capacity or safety issues are identified.

7.1.6 In the most demanding scenario (Scenario 2 – MSCP with stopping-up), traffic is redistributed across Ash Road South, Bridge Road North and Abenbury Way. These routes are typical industrial estate roads designed to accommodate HGV and commuter traffic, and would continue to operate within safely and satisfactorily.

7.1.7 The proposed MSCP access, located off Ash Road South, is also shown to operate satisfactorily as a simple priority-controlled junction, with appropriate visibility and low levels of peak-hour demand relative to available capacity.

7.1.8 In addition, a series of mitigation measures are proposed, including:

i) Provision of a TRO (double yellow lines) on Ash Road South to maintain carriageway width and visibility; and
ii) The diversion of Bus Service No. 41 to maintain public transport connectivity across the estate.

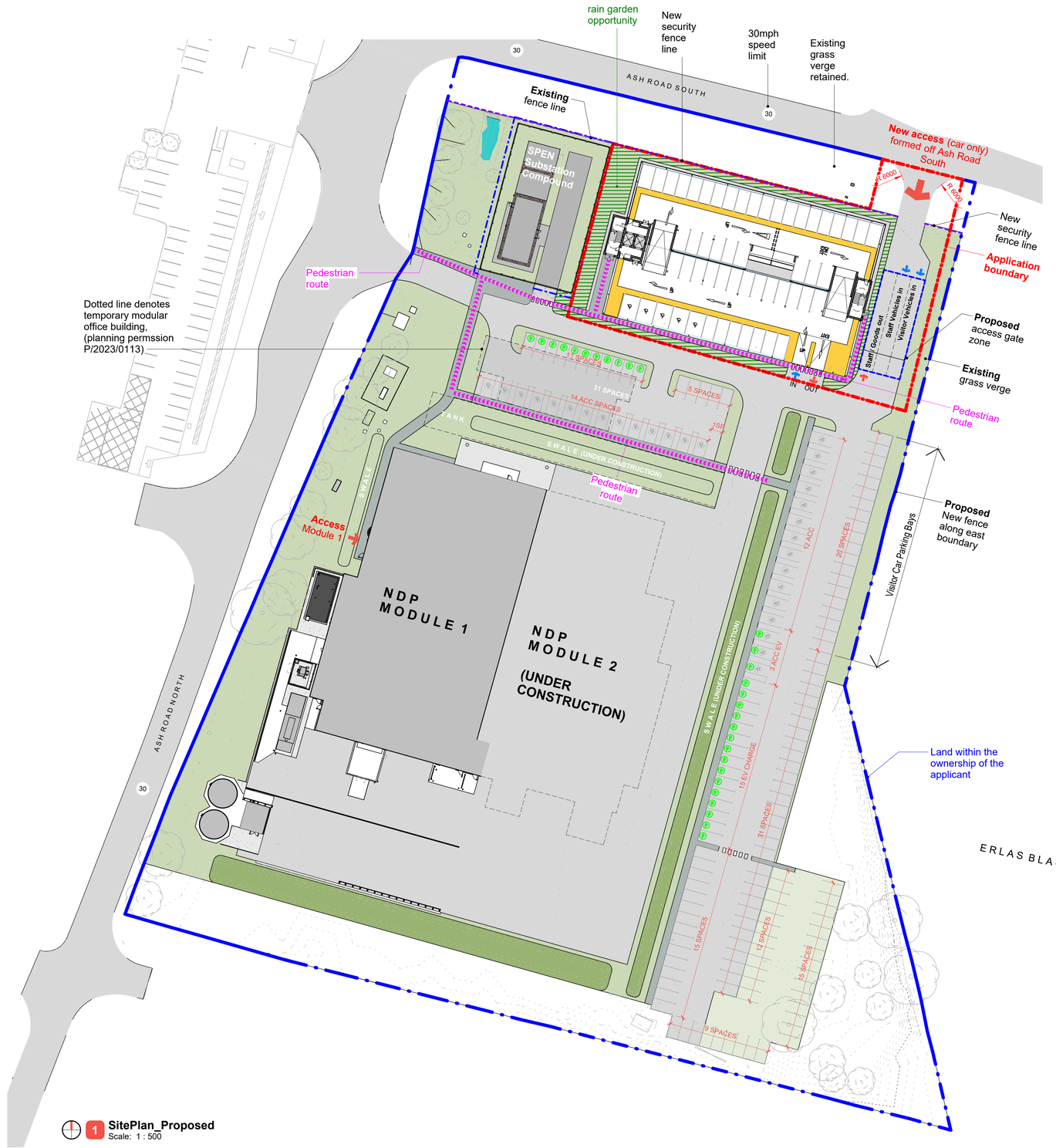
7.1.9 Additionally, and if considered necessary by the LHA, traffic calming measures could be introduced on Ash Road South on the approach to the proposed MSCP access.

7.1.10 Overall, the proposals do not result in a material increase in trip generation. Instead, they represent a redistribution and rationalisation of existing movements associated with the ongoing evolution of the Ipsen campus.

7.2 Conclusion

7.2.1 On the basis of the information presented in this TA, there are considered to be no transport or highway reason**s** to withhold planning permission for the proposed developments.

Appendix A – Proposed Site Plans



1 **SitePlan_Proposed**
Scale: 1 : 500

0 5 10 15 20m
1:500 @ 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.
- 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 other relevant LMA drawings, and the drawings and information produced by other professionals / consultants involved in the project
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Redline_Boundary_Area_MSCP

REDLINE BOUNDARY	AREA
Multi-Storey Car Park	3053m²

Legend_Parking

		EXTERNAL	MSCP
	REGULAR BAYS	88	397
	VISITOR BAYS	20	0
♿	ACCESSIBLE BAYS	26	5
P ♿	ACCESSIBLE EV BAYS	3	0
P	EV BAYS	26	0
	TOTAL	163	402
	OVERALL TOTAL	**565**	

Rev.	Date	Revision Description	Drawn	Checked
P6	260617	Stopping up application proposal removed	GI	CR
P5	260420	Minor amendments	PF	MR
P4	260401	Minor amendments	PF	MR
P3	260326	Preliminary	PF	MR
P2	260318	Preliminary	PF	MR
P1	260306	Preliminary	PF	MR

IMC | LMA | 01 | XX | DR | A

7002 | P6

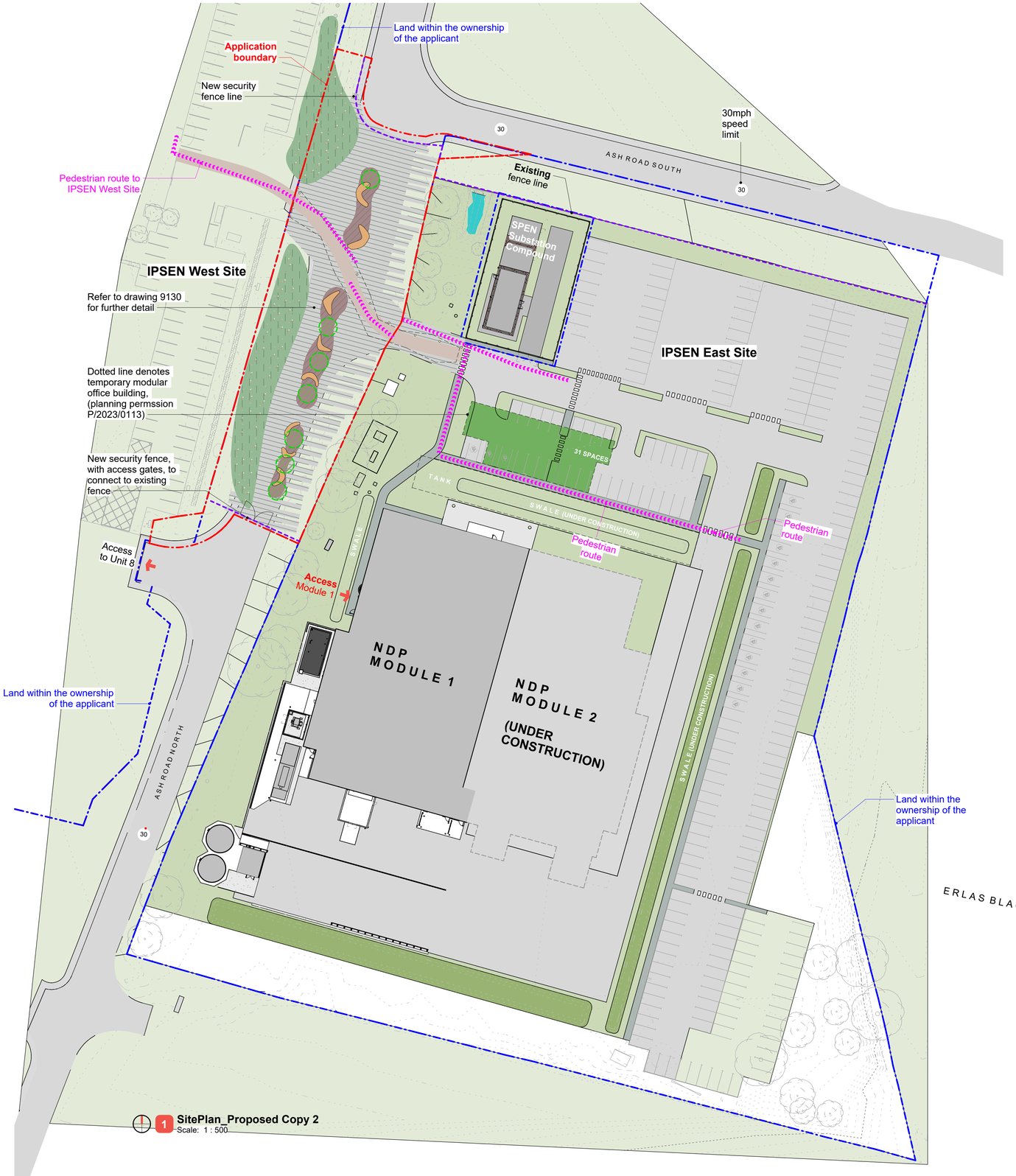
Site_Plan_Proposed

Multi Storey Car Park
Wrexham

Status:

Project Number: 2525

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01244 404321
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1 **SitePlan_Proposed Copy 2**
Scale: 1 : 500

Redline_Boundary_Area_StoppingUp

REDLINE BOUNDARY	AREA
Stopping Up	2823m²

0 5 10 15 20m
1:500 @ 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.
- No deviation from this drawing will be permitted without the prior written consent of the Architect.
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P1 20/0/17 First Issue GI DR
Rev. Date Revision Description Drawn Checked

IMC | LMA | 01 | XX | DR | A
7022 | P1

Stopping_Up_Site_Plan_Proposed

Multi Storey Car Park
Wrexham

Status:

Project Number: 2525

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Appendix B – ATC Survey Data



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	ASH ROAD SOUTH [30MPH]	**Project No:**	17990	**Site No:**	1
	Survey Date:	Wednesday, 15 April 2026 to Tuesday, 21 April 2026	**Project Name:**	WREXHAM INDUSTRIAL ESTATE		
	Survey Times:	24 hours	**Drawing Title:**	Installation Photo		

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
1	ASH ROAD SOUTH [30MPH]	Eastbound	30	Wednesday, 15 April 2026	Tuesday, 21 April 2026	8311	1384	1187	4174	50.2	1198	14.4	267	3.2	29.9	34.8
		Westbound	30	Wednesday, 15 April 2026	Tuesday, 21 April 2026	8193	1364	1170	3493	42.6	1296	15.8	343	4.2	28.8	35.2
		Two Way	30	Wednesday, 15 April 2026	Tuesday, 21 April 2026	16504	2748	2358	7667	46.5	2494	15.1	610	3.7	29.4	35.0



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	ASH ROAD SOUTH [30MPH]	**Project No:**	17990	**Site No:**	2
	Survey Date:	Wednesday, 15 April 2026 to Tuesday, 21 April 2026	**Project Name:**	WREXHAM INDUSTRIAL ESTATE		
	Survey Times:	24 hours	**Drawing Title:**	Installation Photo		

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
2	ASH ROAD SOUTH [30MPH]	Eastbound	30	Wednesday, 15 April 2026	Tuesday, 21 April 2026	7520	1239	1074	5161	68.6	2855	38.0	1038	13.8	33.0	39.6
		Westbound	30	Wednesday, 15 April 2026	Tuesday, 21 April 2026	7494	1229	1071	4248	56.7	1999	26.7	687	9.2	31.1	37.8
		Two Way	30	Wednesday, 15 April 2026	Tuesday, 21 April 2026	15014	2469	2145	9409	62.7	4854	32.3	1725	11.5	32.0	38.9

Appendix C – Proposed Development Drawings

D:\5201-5250\5246 Ipsen MSCP\Dwg\CAD\5246-D08 A Proposed TRO on Ash Road South.dwg



Approximate Site Boundary (MSCP Application)

Village Bakery

Proposed extent of 'No Waiting at Any Time' double yellow lines

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N

revision: desc: date:

0344 8700 007
axis.co.uk

Client
Ipsen BioPharm LTD

Project
Land at Ash Road North, Wrexham Industrial Estate

Drawing Title
Proposed TRO on Ash Road South

Scale
Not to Scale

Status
Preliminary

Date
22/06/2026

Drawn
RB

Checked
AB

Dwg no
5246-D08

Rev