Ipsen Biopharm Ltd
Proposed permanent closure of a section of Ash Road North to form a landscaped area with associated works



Site Address

Ipsen Biopharm Ltd
Ash Road North
Wrexham Industrial Estate
Wrexham, LL13 9JT

Proposed Development

Permanent closure of a section of Ash Road North in Wrexham Industrial Estate to allow the formation of a landscaped and pedestrianised area with associated works

Date Prepared

July 2026

Applicant Details

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This Design and Access Statement has been prepared in accordance with the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 and Technical Advice Note (TAN) 12: Design. It accompanies a full planning application for the formation of a landscaped pedestrianised area between Ipsen Biopharm Ltd. West and East Sites on Ash Road North on the Wrexham Industrial Estate.

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1.0 SUMMARY OF THE PROPOSAL

The proposal includes the permanent closure (**Stopping Up**) of a section of Ash Road North, located between the Ipsen West Site and the Ipsen East Site, within Wrexham Industrial Estate.

This proposal is separate from, but complementary to, a concurrent proposal that was recently submitted for Planning Permission for a new Multi-Storey Car Park (**MSCP**) (planning portal reference PP-15039018), which together with this proposed **Stopping Up**, form part of a wider strategy for Ipsen Biopharm Ltd to consolidate parking facilities for staff, rationalise vehicle and pedestrian movements, improve connectivity between the East and West sites, and create a more cohesive and pedestrian-focused campus environment for their Wrexham Site.

This strategy is described and assessed in detail in the accompanying Transport Assessment (Appendix 2), which considers the **MSCP** and **Stopping Up** proposals both individually and cumulatively.

2.0 THE BRIEF AND VISION

Ipsen Biopharm Ltd operates a substantial pharmaceutical manufacturing and distribution campus within the Wrexham Industrial Estate. Currently, the majority of its existing buildings are located on the West Site (outlined in blue below). However their most recent permitted development NDP Building 7 and its associated parking and landscaping (P/2023/0482) is on their East site (outlined in red below), to the East of Ash Road North. (Figure 1).

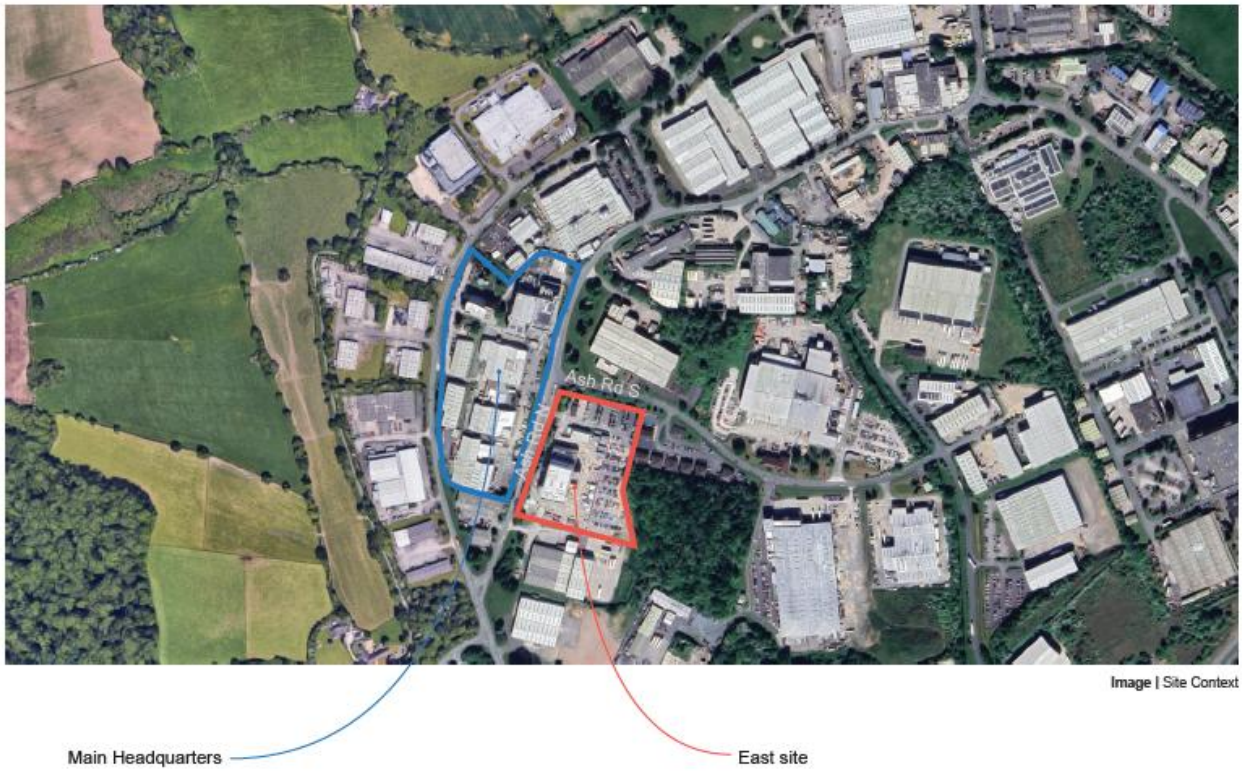


Figure 1. Aerial photo showing relationship of Ipsen headquarters West site and their East Site

The development of NDP Building 7 means that there is an increasing need for the movement of personnel, materials and products between the two sites and across Ash Road North.

The purpose of this proposal is to support the current evolution of the wider Ipsen estate, and to improve the relationship between their East and West sites. The proposed **Stopping Up** is just one component of the vision which is assessed in the Transport Assessment (Appendix 2). This proposal is brought forward in the context of the current evolution of the wider Ipsen estate, rather than a standalone intervention.

The separate application for the **MSCP** is intended to consolidate existing dispersed staff parking within the wider Ipsen campus, while the **Stopping Up** addresses a related but distinct issue, by removing pedestrian severance between the two sites, improving pedestrian safety and site cohesion between the buildings on the eastern and western sides of Ash Road North (Appendix 2).

The **Stopping Up** also provides an opportunity to improve the ecological function of the Site through new landscape planting and habitat creation, as described in the Preliminary Ecological Appraisal and Net Benefit for Biodiversity Statement (Appendix 3).

3.0 SITE AND CONTEXT ANALYSIS

The application site comprises of an approximately 90m-long section of Ash Road North (amounting to a site area of 2,823m^2 on plan). The site is situated within the Wrexham Industrial Estate and it is currently part of the surrounding local highway network.

Ash Road North is a single carriageway, two-way road, which runs in a broadly north-east to south-west direction, with footways and street lighting provided along both sides of the carriageway, and is subject to a 30mph speed limit.

3.1 EXISTING SITE CONDITIONS

Ash Road North currently operates as a publicly adopted highway joining the Abenbury Way corridor to the north-east with the southern industrial estate road network.

The section proposed to be stopped-up is currently used by Ipsen staff traffic, general estate traffic, and vehicles associated with adjacent businesses, including Proserve, Milner Engineering, Johnny's Garage, AspecTec, and Westminster Plastics (Figure 2).

This proposal would remove the ability of motor vehicles and pedestrians to pass along this section of the highway, however the accompanying Transport Assessment demonstrates that there are suitable alternative vehicular access routes via the surrounding industrial estate road network (see Transport Assessment, Appendix 2).

The site area (which measures approximately 0.28ha) currently comprises a section of hardstanding road and boundary grassland verges, providing a limited extent of green infrastructure and wildlife corridor function. No waterbodies or watercourses are present onsite and the site is assessed as providing negligible blue infrastructure function (see Appendix 3).

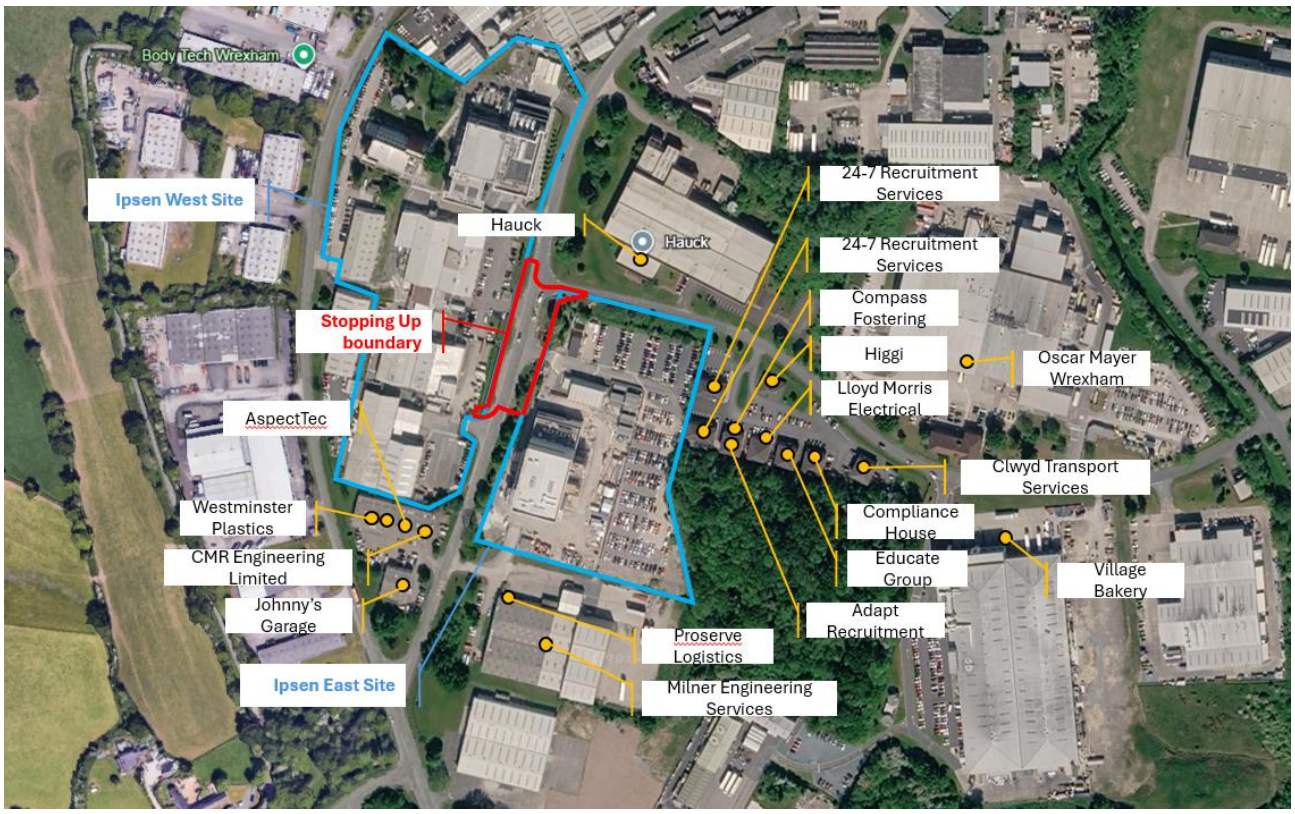


Figure 2. Stopping Up boundary in red and adjacent businesses noted

4.0 DESIGN DEVELOPMENT

The construction and eventual occupation of the new production facility on the East Site (NDP Building 7), together with the future construction of the **MSCP**, will change the functional relationship between the sites on either side of Ash Road North. This change in the relationship between the sites presented a series of opportunities that have informed the following design approach:

- To improve site cohesion between the buildings on the eastern and western sides of Ash Road North
- To improve pedestrian safety for movement between the east and west campus area
- To remove pedestrian (and to an extent vehicular) severance between the activities on the east and west campus areas
- To form a landscaped area within the stopped-up section of Ash Road North
- To provide opportunities for ecological enhancement within that landscape

The final design proposal balances all of these needs and provides a safe space for staff to enjoy nature and biodiversity while also providing a safe linkage for the movement of valuable and fragile product between the facilities on the West and the East site (Figure 3).

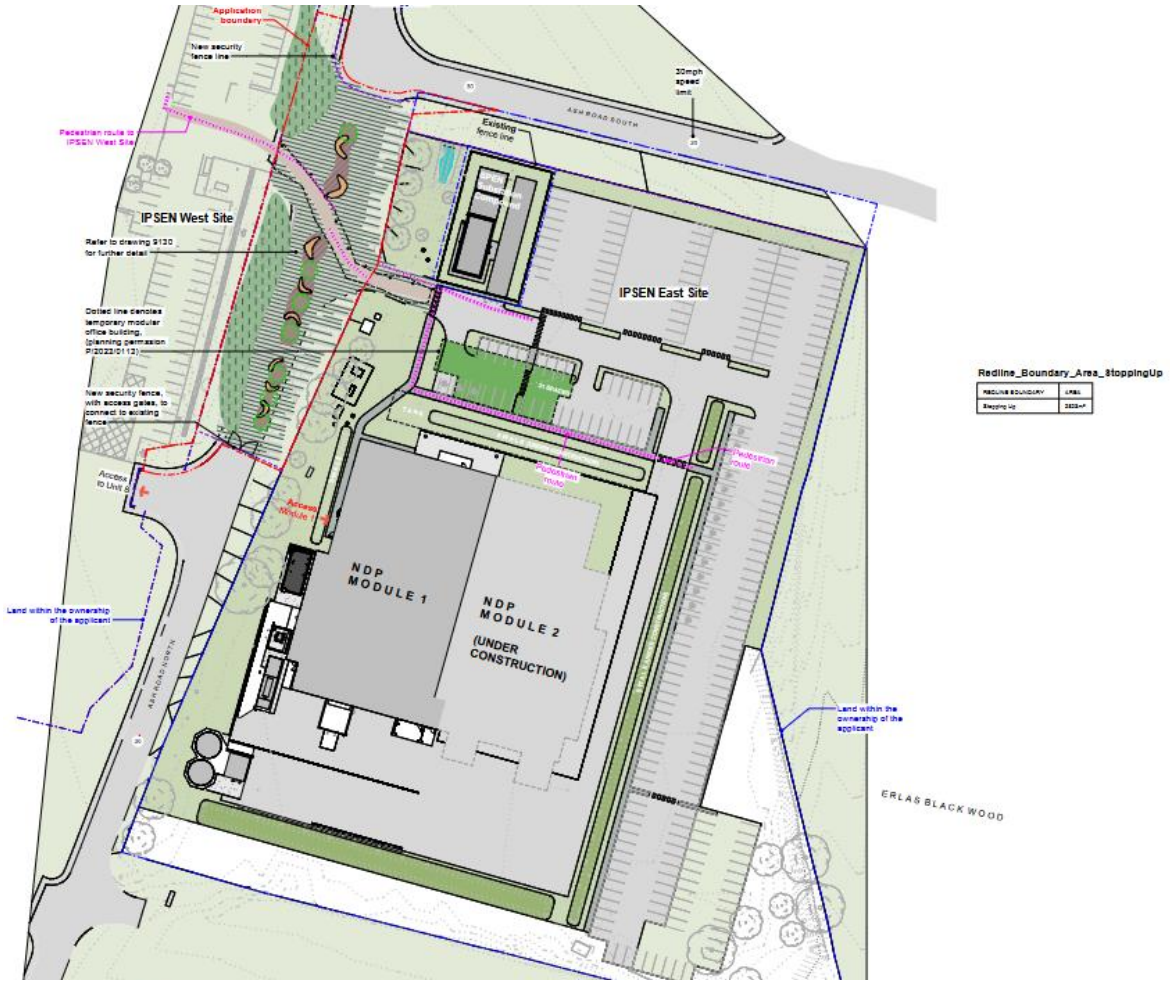


Figure 3. Site proposal

4.1 PRE PLANNING CONSULTATION

A pre planning consultation exercise (PAC) covering the proposal for the new **MSCP** and the **Stopping Up** as originally one proposed application, was undertaken between May 7th 2026, and June 4th 2026.

A copy of the PAC report will be appended to the planning application documents. At the time of the Pre Planning Consultation, it had been the intention to include the **Stopping Up** proposal as part to the **MSCP** proposal and this is why the PAC covered both proposals in detail. However, the **Stopping Up** proposal has now been separated from the **MSCP** proposal and is being submitted as a stand-alone application. However, the PAC that was undertaken remains entirely valid as all of the information submitted in the previously planned joint application has simply been separated, and the comments received during the PAC period regarding both the MSCP and the Stopping Up are all included within that one consolidated report.

4.1.1 Traffic Redistribution Proposal

While the **Stopping Up** would remove through vehicular traffic from the application area, the proposal is not intended to remove access to the wider industrial estate or to increase traffic demand.

Rather, it would redistribute existing vehicle movements while enabling improvements to the physical and operational relationship between the East and West sites.

4.1.2 Landscape Proposal

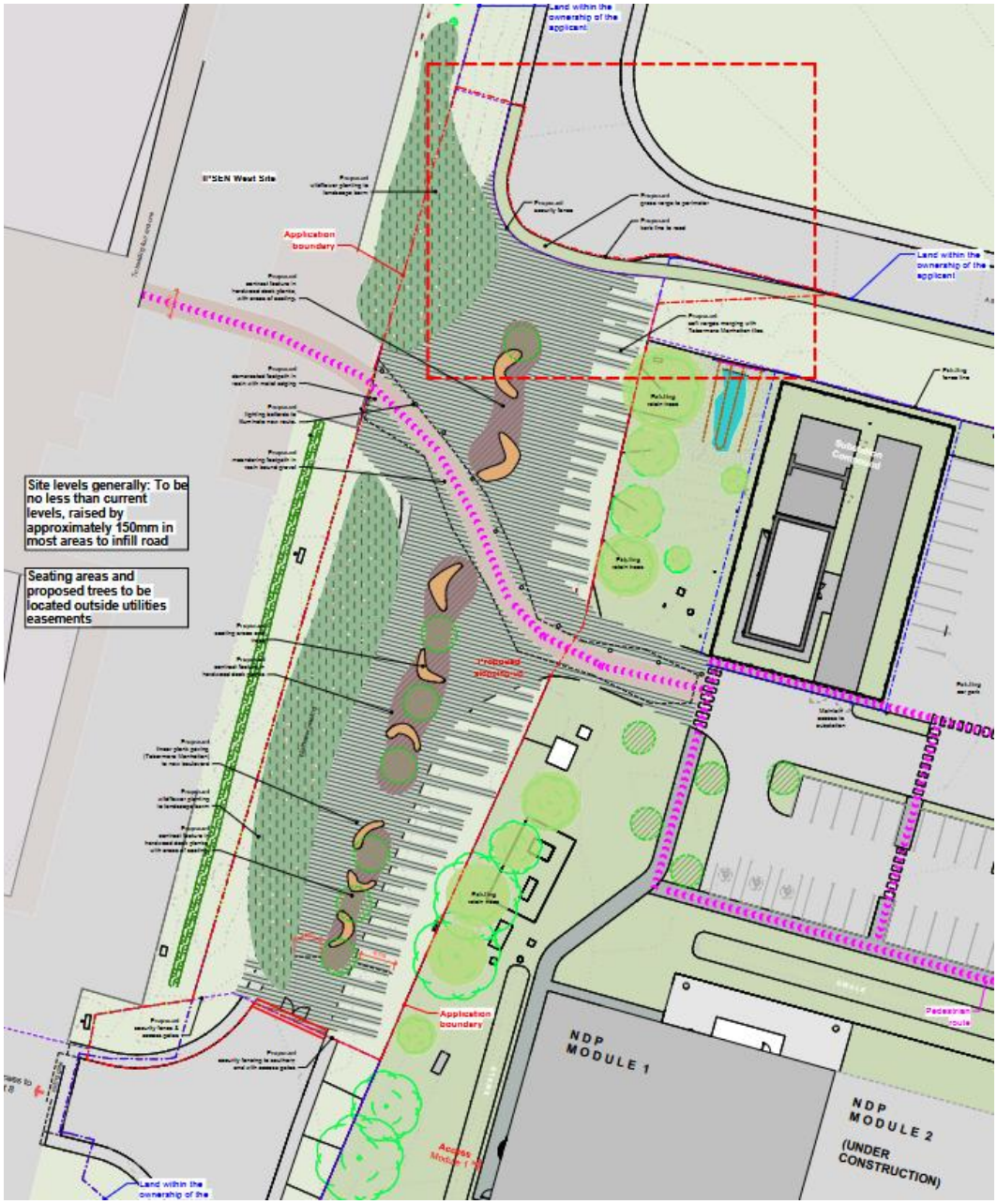


Figure 4. Stopping Up landscape proposal

The **Stopping Up** provides an opportunity to transform the former highway corridor into a landscaped pedestrian connection between the Ipsen sites. The proposal would retain the linear character of the former road, introducing a combination of hard and soft landscape treatments to create a more pedestrian-focused environment (see LMA drawings, Appendix 1).

The principal route through the space is defined by linear plank paving with a meandering resin-bound gravel footpath, providing a softer pedestrian route through the stopped-up area. Contrasting features are incorporated at intervals along the route to form informal seating areas, accompanied by the planting of new trees (Figure 4). A single row of low-level lighting bollards for illuminating the pedestrian route between sites is also proposed.

A landscaped berm with wildflower planting extends along the western side of the **Stopping Up** area, while soft verges and retained existing trees provide additional planting, and help integrate the proposal with the surrounding landscape.

The proposal also retains existing trees where indicated (LMA drawings, Appendix 1), and maintains access to the recently constructed substation. Security fencing and access gates are incorporated to the north and south end of the stopped-up area, to maintain the operational security of the campus. Additional bird boxes will be installed on retained trees around the Site to provide additional opportunities for common bird species (Appendix 3).

Overall, site levels would generally be maintained at no less than existing levels and raised by approximately 150mm in most areas to effectively and simply infill the depth of the former carriageway.

4.1.3 Existing Utilities and Easements

The landscape design was informed and influenced by the location of the existing infrastructure and utilities within and adjacent to the proposed stopped-up area. A utility overlay (Figure 5) assisted in identifying the existing water, gas, electricity and communications infrastructure crossing or running across the site.

The overlay, together with the associated easement areas, provided a number of constraints for the hard and soft landscape areas. In particular, proposed trees, fixed seating and decking areas are located outside of the identified utility easements, ensuring that the proposed arrangements meet the utility providers' minimum requirements accordingly (see LMA drawings, Appendix 1).

Discussions with utility providers as to their preference for either diversion or the grant of easements over their services have already commenced.

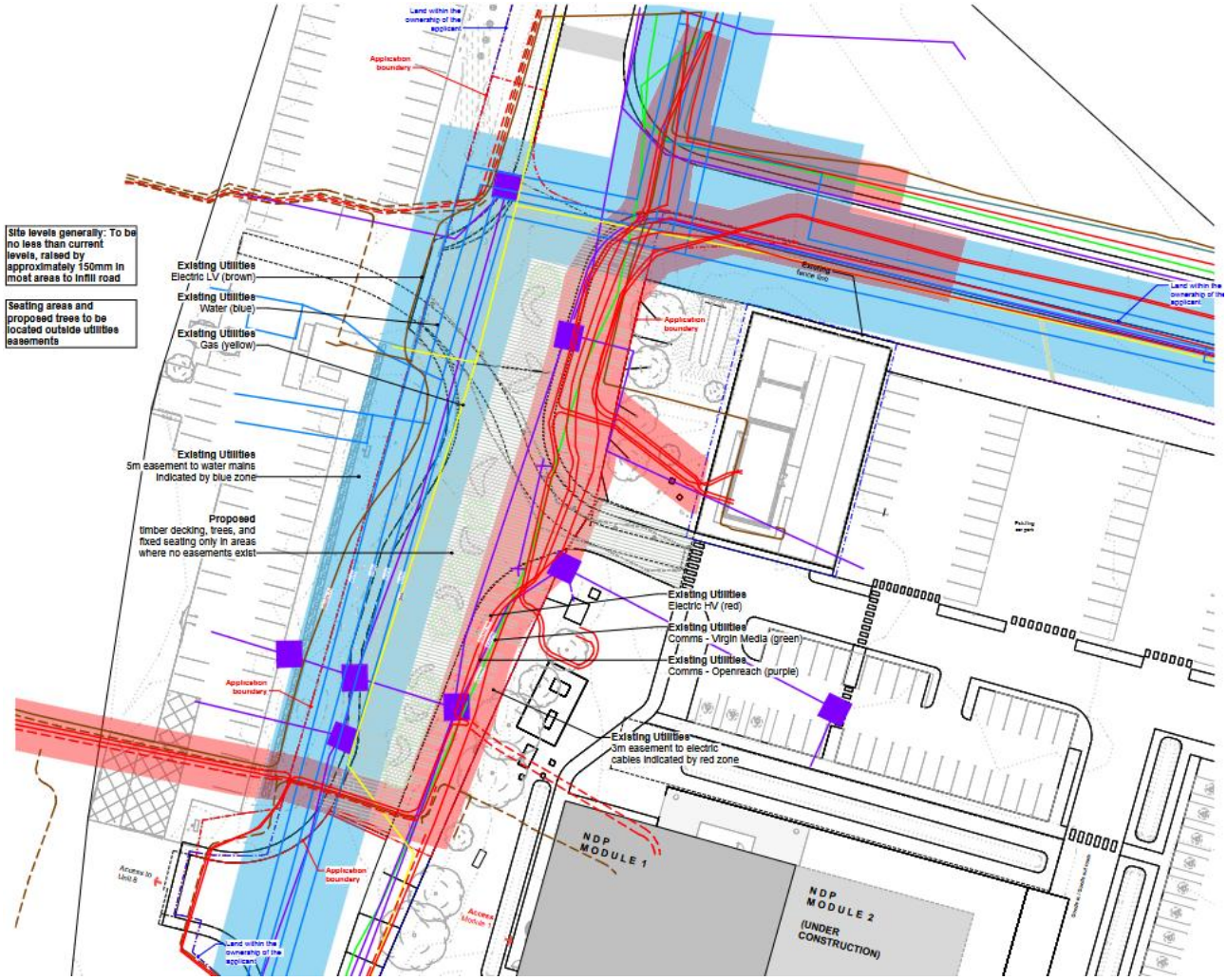


Figure 5. Electrical, water, gas and communication utilities overlay

4.1.4 Ecology

The current roadside grassland verge habitats provide limited opportunities for protected and priority species. The Preliminary Ecological Appraisal and Net Benefit for Biodiversity Statement undertaken for this proposal (Appendix 3) sets out mitigation measures to minimise potential impacts. These include standard best practice measures to minimise the risk of indirect impacts to surrounding land, including nearby ancient woodland, through contamination of soil, air, and water, together with precautionary measures for specific species.

To safeguard suitable bat foraging and community habitat, any lighting scheme will be designed in accordance with current guidance and best practise. The illumination bollards proposed for illuminating the pedestrian routes will keep light levels to a minimum, directing lighting downwards and operating only when necessary.

5.0 MOVEMENT

The accompanying Transport Assessment produced by Axis (appendix 2), considers the pedestrian and vehicular movement implications of the proposal, both independently and in combination with the proposal for the **MSCP**.

5.1.1 User Access and Movement

The principal movement benefit of the proposal is the removal of vehicular and pedestrian severance between the eastern and western Ipsen sites. As development has extended to the eastern site of Ash Road North, there will be a need for the movements of personnel, materials and products between the sites, across Ash Road North (Appendix 2).

The Stopping Up is intended to improve pedestrian safety and site cohesion between the buildings on both sites, while removing vehicular severance between the East and West campus areas, and rationalising internal vehicle circulation, as stated in Appendix 2.

5.1.2 Vehicle Access and Traffic Redistribution

As assessed by Axis in their Transport Assessment document (Appendix 2), the proposed **Stopping Up** would not cause a material increase in external trip demand, but would instead primarily involve the redistribution of existing traffic movements. Traffic affected by the proposal would be reassigned on to alternative routes across the local highway network.

Axis's assessment considers two different scenarios where

1. the MSCP and the Stopping Up proceed together, and
2. in which the MSCP proceeds without the Stopping Up.

In both scenarios, the assessment indicates that the local highway network can accommodate the redistributed traffic movements associated with the **Stopping Up**, both with and without the proposed **MSCP** being constructed. And vice versa. (see Appendix 2).

5.1.3 Public Transport

Arriva Bus service no. 41 currently operates an hourly anti-clockwise route through Wrexham Industrial Estate, including the section of Ash Road North proposed to be stopped up.

The **Stopping Up** would prevent the service 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.

To maintain continuity of the existing service, a minor route diversion is proposed in Axis's assessment (Figure 6). The suggested diversion would redirect service no. 41 via Ash Road North and the adjacent industrial estate roads, before re-joining the current route, without materially increasing the distance travelled or adding disproportionate delay to the time table (see Appendix 2).

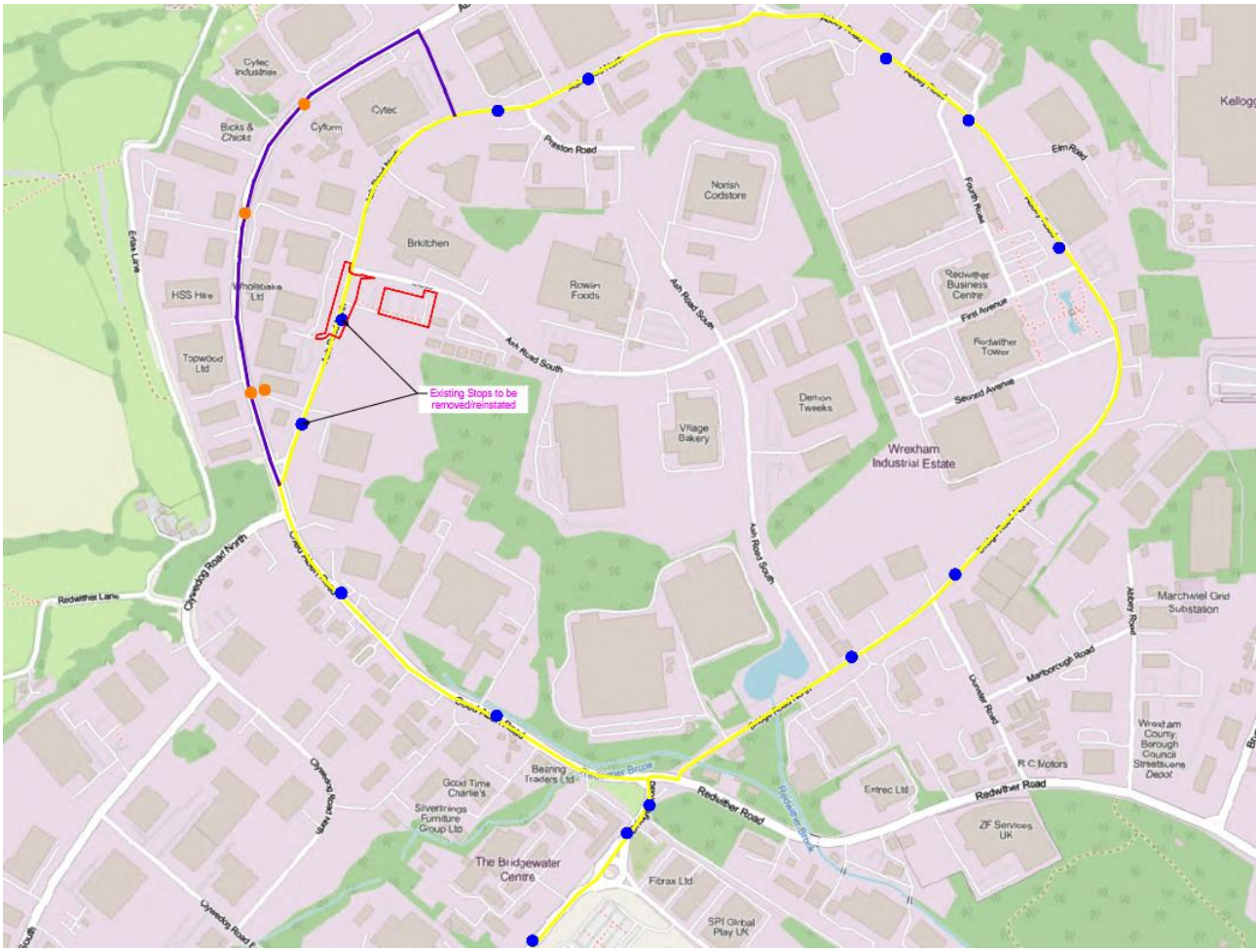


Figure 6. Existing route (yellow) and proposed new re-routing (blue) with redline boundary for the MSCP and the Stopping Up

Early engagement has been undertaken with Wrexham County Borough Council (WCBC) regarding the proposed diversion of this bus route. As reported by Axis, subject to the Applicant funding the necessary works and associated implementation costs, the Council has confirmed that in principle it would support the current proposal and would take the lead on liaising with the relevant stakeholders. This would include engagement with Arriva to confirm the acceptability of the amended alignment, to agree any operational refinements, and to determine suitable replacement bus stop locations.

6.0 ENVIRONMENTAL SUSTAINABILITY – BIODIVERSITY AND GREEN INFRASTRUCTURE

The proposed landscape and ecological enhancement measures will provide an uplift for biodiversity over the existing site conditions. It will also contribute to the delivery of a net benefit for biodiversity. These measures are fully described in the mitigation and precautionary measures set out in the Preliminary Ecological Appraisal and Net Benefit for Biodiversity Statement (Appendix 3).

7.0 ACTIVE TRAVEL / WALKING AND CYCLING

During pre-application discussions, WCBC identified a potential aspiration to deliver new active travel infrastructure along Ash Road North. The Council has subsequently confirmed that no funding had been secured for the scheme, and that, should the **Stopping Up** be approved, it would review and potentially amend its proposals accordingly. Any future active travel proposals brought forward by the Council along Ash Road North would therefore take into account any and all changes to the highway and access arrangements at that time (Appendix 2).

8.0 COMMUNITY SAFETY

Since the proposal is located between the two Ipsen campus areas, the **Stopping Up** would remove vehicular and pedestrian severance between the sites, providing the opportunity to create a more pedestrian-focused environment.

The landscape proposal supports pedestrians' safety through the creation of defined pedestrian routes, including a principal paved route and secondary meandering footpath, together with proposed lighting bollards to illuminate the new route. The arrangement also incorporates security fencing and controlled access gates where required to maintain the operational security of the sites, while retaining access to essential infrastructure for utility providers. The proposed landscape treatment would further contribute to a more legible environment.

From a wider highway safety perspective, Axis's Transport Assessment records no personal injury collisions within approximately 300m of the application site during the 2022-2024 review period. The Assessment has also considered the redistribution of traffic resulting from the **Stopping Up**, and identifies measures to manage potential effects on the surrounding highway network, including the Applicant willingness to fund a Traffic Regulation Order, comprising double yellow line restrictions along Ash Road South. This has already been discussed with WCBC Highways together with the potential funding of visibility improvements to the East end of Ash Road South where it turns South.

9.0 LIST OF APPLICATION DRAWINGS

A full schedule of drawings accompanies the planning application, including location plans, site plans, floor plans, elevations and sections is shown in the table below:

Drawing ID	Revision	Title
IMC-LMA-01-XX-DR-A-7021	P1	StoppingUp_Site_Plan_Existing
IMC-LMA-01-XX-DR-A-7022	P1	Stopping_Up_Site_Plan_Proposed
IMC-LMA-01-XX-DR-A-7024	P1	StoppingUp_LocationPlanProposed
IMC-LMA-04-00-DR-A-9130	P3	SKETCH_StoppingUpLandscape_Proposed
IMC-LMA-04-01-DR-A-9131	P3	SKETCH_StoppingUpUtilities_Overlay

10.0 RELATIONSHIP WITH EXISTING PLANNING PERMISSIONS

The **Stopping Up** application has a connection with a number of approved planning permissions across the Ipsen campus. In particular, and as identified in the Planning Feasibility Technical Note (Appendix 4) this proposal would affect vehicular access arrangements approved as part of the NDP Building 7 development (P/2023/0482). The approved arrangements include alternative HGV access and this would be lost as a result of the proposed stopping up.

Alternative arrangements for HGV access were therefore considered as part of the Planning Feasibility Technical Note.

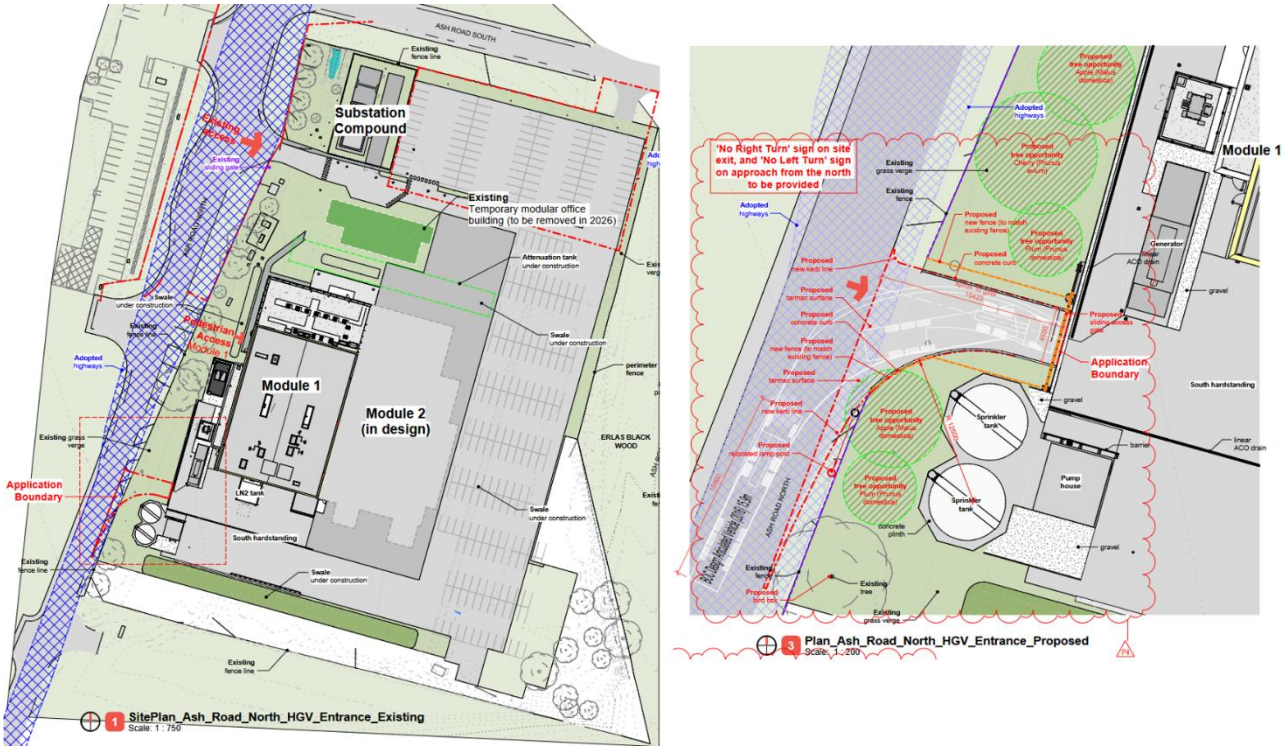


Figure 7. Proposed arrangement for HGV access via Ash Road North.

In order to mitigate this Ipsen have now received planning permission for a new access/egress for a very limited number of HGV's onto Ash Road North to the South of the proposed stopping up (Figure 7). This comprises a right in and left out access and was approved under Planning reference P/2026/0172 with the condition that it can only be implemented when the stopping up has been granted.

11.0 RESPONSE TO PLANNING POLICY – PLANNING AND STOPPING UP PROCESS

The proposal requires consideration through two related but distinct consenting processes:

1. the grant of planning permission for the proposed development and
2. the subsequent statutory process required to formally stop up a section of Ash Road North.

Axis's Planning Feasibility Technical Note identifies that, in order to allow the Stopping Up Order to be progressed through the relevant mechanism under the Town and Country Planning Act 1990, all land required for the **Stopping Up** must be included within the redline boundary application.

The Planning Feasibility Technical Note identifies the need to demonstrate that the proposal would not have a materially harmful impact upon the operation of the highway network, including the network of pedestrian footways, bus and cycle routes. Axis's Transport Statement provides the detailed assessment of the transport and highways implications of the proposal, both independently and cumulatively with the proposed **MSCP**.

Following the grant of planning permission, it is proposed that the formal stopping up of the relevant section of Ash Road North would be progressed under Section 247 of the Town and Country Planning Act 1990, as applicable in Wales. In Wales, Section 247 Orders are made by the Welsh Ministers, with administration undertaken by the Welsh Government.

The statutory stopping up process is separate from the determination of the planning application. Axis's Transport Assessment identifies that the Order cannot be confirmed until planning permission has been granted and that the stopping up must be necessary to enable the authorised development to proceed. The planning and statutory stopping up processes are therefore separate but sequential.

The following Development Plan policies, national policy and local planning guidance have informed the preparation and development of the proposed design. Further detail regarding the planning policy context and relevant material considerations is contained within the Axis Planning Technical Note (Appendix 8).

- **National Planning Policy and Guidance**
  - Planning Policy Wales (PPW)
  - TAN 12 - Design
  - TAN 15 – Development, Flooding and Coastal Erosion
  - TAN 18 – Transport
- **Local Planning Guidance**
  - LPG7 – Landscape and Development
  - LPG17 – Trees and Development
  - LPG29 – Wrexham Industrial Estate: Employment Development and Nature Conservation
  - LPG32 – Biodiversity and Development
  - LPG35 – Great Crested Newt Mitigation Requirements
- **Future Wales: The National Plan 2040**
  - Policy 2 – Shaping Urban Growth and Regeneration
  - Policy 9 – Resilient Ecological Networks and Green Infrastructure
  - Policy 12 – Regional Connectivity
- **Wrexham Unitary Development Plan 1996–2011 (WUDP)**
  - Strategic Policies
    - PS8 (Transport)
    - PS11 (Bio-diversity)
  - General Development Policy

        - GDP1
    - Transport Policies
        - T9 (Walking, cycling and horse-riding routes)
    - Environmental Policies
        - EC4 (Hedgerows, trees and woodland)
        - EC6 (Bio-diversity conservation)
        - EC13 (Surface water run-off)

12.0 APPENDICES

APPENDIX 1 DRAWINGS
Refer to Lovelock Mitchell Architects' drawings, included separately

APPENDIX 2 TRANSPORT ASSESSMENT
Refer to Axis's document, included separately

APPENDIX 3 PRELIMINARY ECOLOGICAL ASSESSMENT AND NBB STATEMENT
Refer to Land Studio's documents, included separately

APPENDIX 4 PLANNING TECHNICAL NOTE
Refer to Axis's document, included separately

APPENDIX 5 PAC REPORT
Refer to Lovelock Mitchell Architects' document, included separately