Land at Ash Road North, Wrexham Industrial Estate

Proposed Multi-Storey Car Park, Ipsen Biopharm Ltd

Planning Technical Note on Feasibility for Multi Storey Car Park

Prepared for

Ipsen Biopharm Ltd

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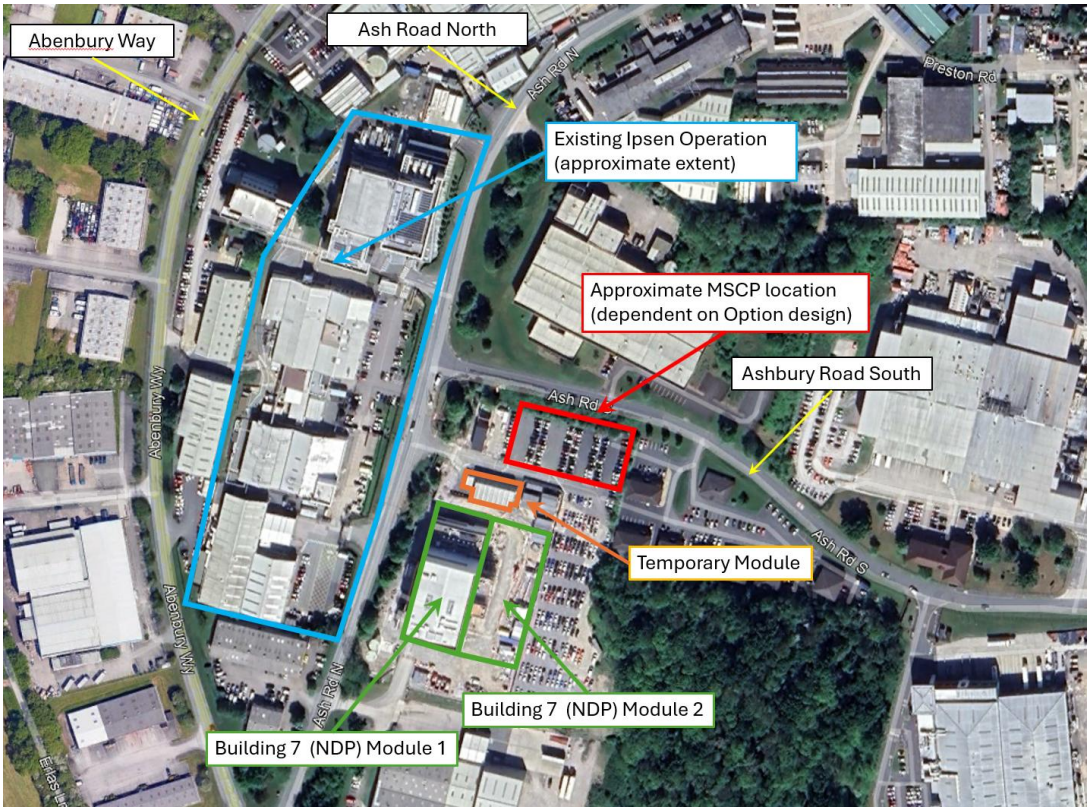
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1.0 INTRODUCTION

1.1 Purpose and scope

1.1.1 Axis has been appointed by Lovelock Mitchell Architects on behalf of Ipsen Biopharm Ltd (the 'Client') to investigate the planning-related feasibility of bringing forward the development of a surface car park to accommodate a Multi-Storey Car Park (MSCP) (the 'Proposed Development') on a parcel of land to the east of Ash Road North, Wrexham Industrial Estate, Wrexham (the 'Site'). The boundaries and location of the Site are illustrated below:

Image 1.1 – Approximate Site Boundaries and Location



1.1.2 For the purposes of this study, it is assumed that the objective would be to develop a MSCP providing approximately 406 spaces and which will be approximately 7 split storeys in height. Alongside this the intention is to 'stop up' a section of Ash Road North (approximately 90m in length) to provide traffic-free pedestrian access to the Applicant's buildings set on the east side of Ash Road North.

1.1.3 The report forms part of a wider feasibility study led by Lovelock Mitchell Architects, with Axis appointed to undertake both the transport planning and planning-related feasibility assessments on behalf of Ipsen. It has been prepared in accordance with

the Consultants' Brief (dated 10 October 2025). The purpose of this Planning Technical Note (PTN) report is to inform the Client of the feasibility of such a development on the Site in planning terms. More specifically, this PTN assesses the key material considerations that apply to the potential development of the Site, and outlines the prospects for achieving permission for the Proposed Development.

1.1.4 This report is also accompanied by a Transport Technical Note (TTN) that assesses the anticipated highways and transport impacts associated with the potential development and outlines the options and prospects for achieving satisfactory access arrangements, as well the approach to 'stopping up' a section of Ash Road North. The TTN will be referred to where relevant in this document.

1.1.5 Ipsen currently operates its Wrexham Biopharm facility from a collection of buildings on both sides of Ash Road North. The recently approved and now under-construction New Drug Product (Building 7 (NDP)) building lies immediately south of the proposed MSCP Site. Building 7(NDP) will have 2 modules when complete. There is also an existing temporary module immediately north of Building 7 (NDP). The MSCP is intended to consolidate Ipsen's staff car parking, replace surface parking displaced by the Building 7 (NDP) development, and improve on-site parking efficiency.

1.1.6 Wrexham County Borough Council (WCBC) is both the relevant Local Planning Authority (LPA) and the Local Highway Authority (LHA).

1.2 Report Structure

1.2.1 Following this introductory section, the structure of this PTN is as follows:

- **Chapter 2** summarises the most recent planning history of the Site;
- **Chapter 3** sets out the current status of the Wrexham LDP and examines the key planning policy that would apply to the Proposed Development;
- **Chapter 4** examines key constraints that would apply to the Proposed Development of the Site and the implications of the same; and
- **Chapter 5** sets out conclusions arising from the preceding chapters and the minimum scope/content of any planning application.

2.0 PLANNING HISTORY OF THE SITE

2.1 Introduction

2.1.1 This section examines the most recent planning history of the Site to establish the extant Planning Permissions that are in place and which may raise materially relevant issues for the Proposed Development.

2.2 P/2018/0410 - Prior Notification of Proposed Demolition

2.2.1 This application was for *"prior notification of proposed demolition of Proserve Ltd. warehouse and offices"* and was made in May 2018. It provided prior notification of the Client's intention to demolish the building on the Site that was previously occupied by Proserve Ltd. per the requirement of the Town and Country Planning (General Permitted Development) Order 1995. The LPA confirmed by notice dated 12/06/2018 that their prior approval was not required for the proposed demolition. The building was subsequently demolished and the Site largely cleared. This extinguished the pre-existing use.

2.3 P/2023/0113 - Modular Office Building

2.3.1 This application sought consent to locate a two-storey modular office building in the northern section of the land parcel owned by the Client. This was sought on a temporary basis for 5 years to serve a need for a project management office.

2.3.2 The application was made in February 2023 and was approved on the 25/07/2023 under decision reference P/2023/0113. The decision included 8 conditions, with the following requiring submission and approval of additional detail:-

- 3 - Construction Traffic Management Plan.
- 4 - Amphibian Reasonable Avoidance Measures scheme.
- 6 - External lighting scheme.

2.3.3 The permission was subsequently commenced and the Modular Office Building is now in place. Per condition 1, the permitted use must cease and the modular office building and associated infrastructure must be removed before the 31/07/2028.

2.3.4 An application was made and approved to discharge the conditions imposed upon this Planning Permission as follows:

i) P/2023/0560 - Discharge of condition 3 (traffic management plan), 4 (ecology) and 6 (lighting) of planning permission P/2023/0113 – Approved 22/11/2023.

2.4 P/2023/0482 - Manufacturing Facility and Associated Development

2.4.1 This planning permission comprises a scheme to erect a manufacturing facility and associated car parking and landscaping, which is also referred to as the NDP Facility. The application Site was previously occupied by Proserve Ltd. following the clearance of the Site, as per the above-mentioned decision reference P/2018/0410.

2.4.2 The application was approved on the 18/12/2023 under decision reference P/2023/0482. The decision included 14 conditions, with the following requiring submission and approval of additional detail:-

- 3 - Great Crested Newt Method Statement.
- 4 - Foundation/piling design.
- 6 - Net Biodiversity Benefit Plan.
- 7 - Contamination Assessment Scheme.
- 8 - Contamination Verification Report.
- 10 - Tree planting scheme.
- 11 - Low and Zero Carbon technology scheme.
- 14 - Travel Plan.

2.4.3 This permission has subsequently commenced and construction is advanced on the Site, with one of the two NDP building modules substantially completed. HGV access for construction purposes (only) is taken through the adjacent Proserve site to the south.

2.4.4 An application has been made and approved to discharge several of the conditions imposed upon this Planning Permission as follows:

i) P/2023/0894 - Discharge of conditions 3 (ecology), 4 (land stability), 6 (biodiversity), 7 (contamination), 8 (remediation) and 10 (trees) of planning permission P/2023/0482 - Approved 06/08/2024.

2.4.5 Conditions 11 (Low and Zero Carbon technology scheme) and 14 (Travel Plan) have not yet been discharged, although at the time of writing, Axis have prepared a Travel Plan in readiness to discharge condition 14.

2.5 P/2024/0205 - Installation of Primary Substation and Associated Fencing

2.5.1 This application sought consent for the installation of a substation and associated fencing in the northern eastern section of the land parcel owned by the Client.

2.5.2 The application was made in March 2024 and was approved on the 05/07/2024 under decision reference P/2024/0205. The decision included 7 conditions, with the following requiring submission and approval of additional detail:-

- 6 - Acoustic Report.

2.5.3 This permission has subsequently commenced and appears to be complete.

2.5.4 An application has been made and approved to discharge the relevant condition imposed upon this Planning Permission as follows:

i) P/2024/1388 - Discharge of condition 6 (noise) of Planning permission P/2024/0205 – Approved 28/10/2024.

2.6 Conclusions

2.6.1 The extant Planning Permissions in place on the Site would appear to be:

i) P/2023/0482 – For the NDP and associated car parking and landscaping, which covers the majority of the larger plot in which the Site subject of this Technical Note is set.
ii) P/2023/0113 – A temporary consent for a Modular two storey office building, which may overlap with the Site subject of this Technical Note.
iii) P/2024/0205 - Installation of primary substation and associated fencing, which may overlap with the Site subject of this Technical Note.

2.6.2 The potential constraints that arise from these extant Planning Permissions are addressed later in this document.

3.0 PLANNING POLICY CONTEXT

3.1 Introduction

3.1.1 This section examines key planning policy that would apply to the Proposed Development as set out in the Development Plan and other relevant planning policy documents. It also provides context on the current status of the Wrexham LDP.

3.2 Status of Wrexham LDP

3.2.1 At the point of drafting, the status of the Development Plan in Wrexham has been through significant turmoil. The **Wrexham Local Development Plan (2013 – 2028) (WLDP)** was initially adopted by Full Council on the 20 December 2023 and consequently formed part of the Development Plan for the Authority Area. However, the role and position of the plan has been subject to legal review which has fundamentally altered its status.

3.2.2 The LDP proposed 3,100 new homes, fundamentally impacting on the road and service infrastructure in Wrexham, and altering the context of the authority as a largely rural area. Consequently, the WLDP was rejected by the Council Members initially in April 2023, and then again in June 2023. This resulted in a Judicial Review (JR) brought against the Council by a consortium of housing developers that sought to force through the plan to provide a framework against which applications for housing could be granted. This JR concluded with a High Court Judge ruling that the Council were compelled (i.e. *must*) adopt the plan, and that a failure to do so would leave it, and its members, potentially liable to consequential costs. With the risk of both administrative and personal liability hanging over them, the Members of the Council adopted the WLDP, based on the Judgement of the High Court.

3.2.3 Following the adoption of the WLDP, a further challenge was made to the Court of Appeal (by a Plaid Cymru Wrexham councillor) against the decision of the High Court, seeking both clarification and a ruling that would overturn of the judgement that the plan *had* be adopted.

3.2.4 Following a hearing into the case, on the 20 December 2024 the High Court, ruled in favour of the claimant, effectively stating that the Planning and Compulsory Purchase Act 2004 as relevant legislation, did not place a mandatory (or statutory) duty on WCBC to adopt the LDP, and that Councillors could exercise their discretion in deciding whether or not to do so. The ruling effectively gave councillors more

autonomy in determining applications against the policies of the plan, simply because the validity of the WLDP as part of the process that led to the plan being adopted had been called into question.

3.2.5 Following a challenge brought under section 113 of the 2004 Act, the High Court issued an Order on 12 June 2025. The effect of the Order is that the vote by Full Council on the 20 December 2023 that adopted the WLDP was quashed. This meant that the LDP was returned back to the status of an unadopted plan. Subsequently a motion was passed at an extraordinary meeting of the Council requesting that the Welsh Government withdraw the WLDP. At the time of writing there has been no response from the Welsh Government, so it remains an unadopted plan.

3.2.6 Whilst the WLDP has not been formally withdrawn, and the result of the High Court decision did not affect the conclusions of the Examination Inspectors that the LDP was 'sound', it no longer has the status of a development plan for the purposes of Section 38(6) of the 2004 Act.

3.2.7 The quashing of the LDP means that the **Wrexham Unitary Development Plan (1999 – 2011) (WUDP)**, is returned to the status of 'adopted development plan' and becomes the starting point for determining planning applications.

3.2.8 The WUDP was adopted back in February 2005 and was produced to cover the relevant policies for the area until 2011. Consequently, the plan is significantly out of date, being underpinned by an evidence base that is over 20 years old. This has been confirmed by appeals allowed for development that are not consistent with the WUDP policies, but where material considerations, including evidence prepared to underpin the now unadopted WLDP, have been considered to carry sufficient weight to justify a departure from some of the WUDP policies. Importantly, the WUDP pre-dates **Future Wales: The National Plan 2040** and consequently makes no provision to deliver its key principles and objectives. In light of the above, the weight that the decision maker (be that officer, member, or Inspector) gives to the policies of the adopted WUDP needs careful consideration.

3.2.9 In considering the weight to be afforded to the policies of the adopted WUDP and the unadopted WLDP, it is necessary to consider the underlying evidence and background to the respective policies. The evidence that underpins the WLDP is, in every respect more up to date than the evidence which underpins the WUDP. Furthermore, the unadopted WLDP provides a planning framework for 2013-2028,

as opposed to the WUDP which was prepared as a plan for 1996-2011. The soundness of the WLDP has been examined against the prevailing national policy which forms part of the development plan, the WUDP has not.

3.2.10 Whilst many of the policies within the WUDP and WLDP will be consistent, where conflict between the policies of the two plans does exist, given the age and consistency of the WLDP with prevailing national development plan policy, it is considered that the weight afforded to the relevant policies of the WLDP may be greater than those of the WUDP, irrespective of the fact the WUDP now forms part of the development plan, which the WLDP does not. However, this is a consideration for the decision maker.

3.3 The Development Plan

3.3.1 As set out above, the Development Plan is currently made up of the National Plan (Future Wales Framework) and the 2005 WUDP.

Future Wales: The National Plan 2040

3.3.2 The Welsh Government published its new spatial strategy for Wales on the 24 February 2021. It is entitled the **Future Wales: The National Plan 2040** (the National Plan) and is the first development plan of its kind in the country's history. It is intended to work together with the regional Strategic Development Plans (once prepared) and adopted LDP's in a more joined up and consistent way, and in doing so, make Wales a great place to live, work and visit.

3.3.3 ***Policy 1*** defines several National Growth areas (NGA's) alongside Regional Growth Areas which will form the focus of growth nationally and regionally. Wrexham and Deeside is included as NGA in Development Policy 1, with ***Policy 20*** providing more specific policy for this NGA. That policy states that that Wrexham and Deeside NGA will be the *"main focus"* for growth and investment in the North region, and that this focus for must be recognised in the SDP and LDP's across the region. The Wrexham Industrial Estate is specifically listed as forming part of the NGA. So, demonstrating the alignment and value of the Proposed Development for delivery of the NGA will be a key aspect of the planning case for the Proposed Development.

3.3.4 ***Policy 12***, although primarily concerned with regional connectivity, does have relevant requirements for the Proposed Development as it sets a requirement for active travel to be an "*essential and integral"* component of all new developments

including accommodating active travel networks and contributing toward their expansion and improvement. It also seeks to minimise car parking and requires LPA to seek a minimum of 10% of new non-residential car parking spaces to have electric vehicle charging points.

3.3.5 ***Policy 2*** is relevant as it sets general requirements and approaches to placemaking in urban contexts, as is ***Policy 9***, as it sets requirements for resilient ecological networks and green infrastructure.

Wrexham Unitary Development Plan 1996-2011 (WUDP)

3.3.6 **Policies PS1-PS4: Broad Location of Development** direct development to locations within settlement limits and employment areas, and require that development should not materially detrimentally affect the countryside, landscape character, open space or quality of the natural environment. The policies support the use of previously developed land and land comprising vacant, derelict or underused land, and require that development should maintain the existing settlement pattern and character and be integrated with the existing transport network. The Proposed Development is located within the settlement limit defined for Wrexham Industrial Estate and is previously developed and so would comply with the objectives of these policies.

3.3.7 Demonstrating compliance with **Policies PS8 - Transport** and **PS11 – Biodiversity** will also be important to the planning case for the Proposed Development.

3.3.8 **Policy GDP1: Development Objectives** lists a series of general requirements which all development proposals must satisfy as a key function of the planning system. All of these requirements must be met by the Proposed Development, but the following are of particular relevance:

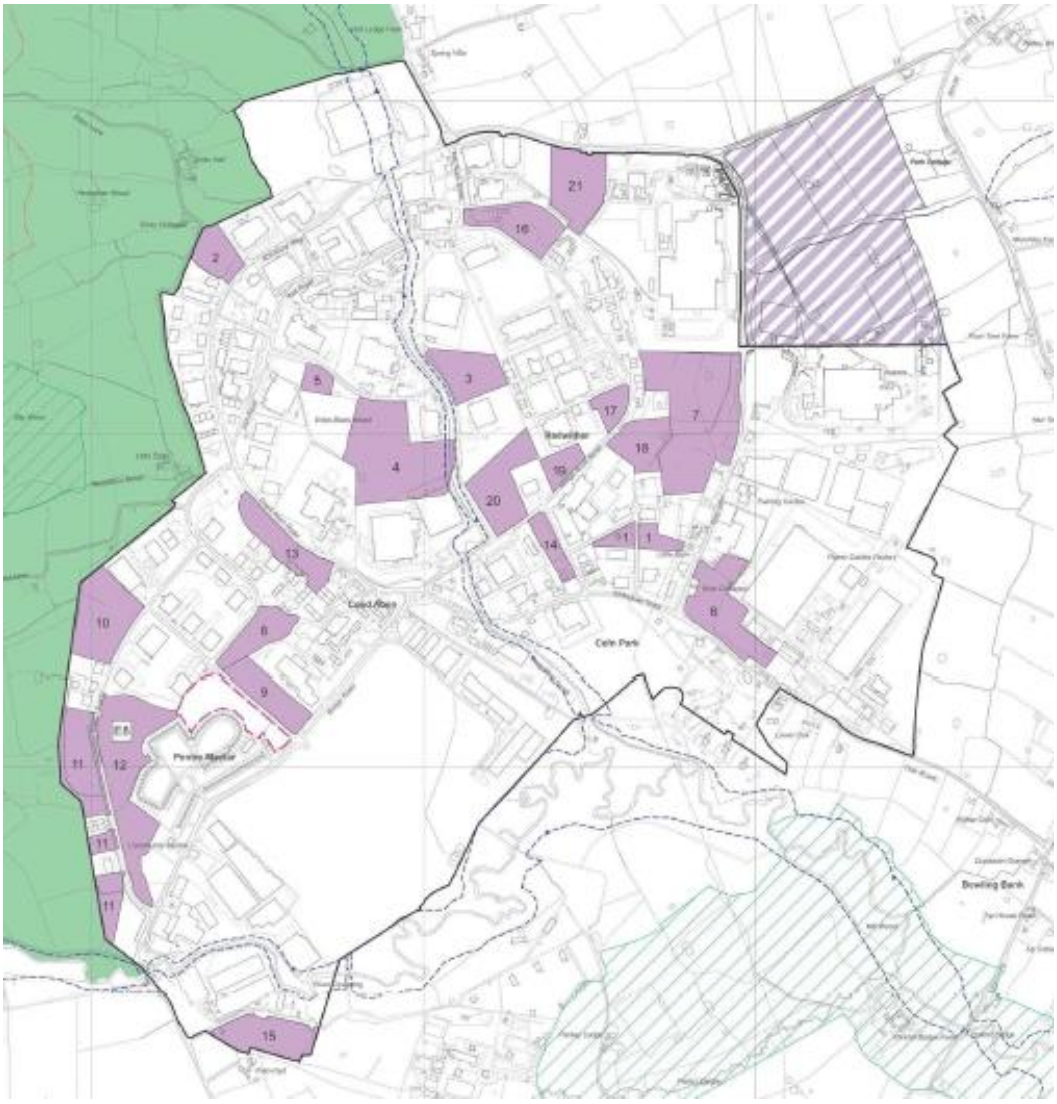
i) Criteria A and B require that the layout and scale of development and its materials and landscaping make a positive contribution to the appearance of the locality and that community safety and security is ensured.
ii) Criterion D requires that safe and convenient pedestrian and vehicular access for development sites and in the nearby locality is secured.
iii) Criterion H safeguards sites and areas of nature conservation and wildlife interest and requires new habitats are provided where there is unavoidable loss of existing habitats and areas of interest.

iv) Criterion K seeks to secure the wellbeing of communities through the promotion of the area's *"economic, social and environmental wellbeing"*.

3.3.9 None of these present an intrinsic barrier, but demonstrating compliance with them and the policy's other criteria will be key.

3.3.10 The WUDP does not specifically designate the Wrexham Industrial Estate for 'employment' uses or development, but **Policy E4** allows for Employment development on unannotated land within settlement limits subject to compliance within policy GDP 1. As the entire Industrial Estate falls within a settlement limit on Map 2 Inset 3 (the thick black line on **Image 3.1** below) this policy is supportive provided that policy GDP 1 is met.

Image 3.1 - Extract from Map 2 Inset 3 Showing the Settlement Limit Defined for Wrexham Industrial Estate



3.3.11 Bearing in mind the nature of the Proposed Development, **Policy T8** will be relevant as it sets out policy on parking, primarily referring to *"current parking standards"* which are set in Local Planning Guidance Note 16. The availability of public transport, public car parking, proximity to services and facilities, and the impact of on-street parking on road safety and amenity are also relevant considerations for this policy. It will be important to demonstrate compliance with this policy. **Policy T9 - Walking, Cycling and Horse Riding Routes** will also be relevant to the planning case for the Proposed Development.

3.3.12 Demonstrating compliance with **Policy EC4 - Hedgerows, Trees and Woodland** and **Policy EC6 - Biodiversity Conservation** will also be important bearing in mind the known presence of protected species in the Wrexham Industrial Estate and the presence of green infrastructure around the periphery of the Site. Similarly, **Policy EC13 – surface water run-off** must be complied with through provision of a surface water drainage scheme that demonstrates an acceptable drainage approach.

3.4 Unadopted Development Plan

Wrexham Local Development Plan 2013-2028 (WLDP)

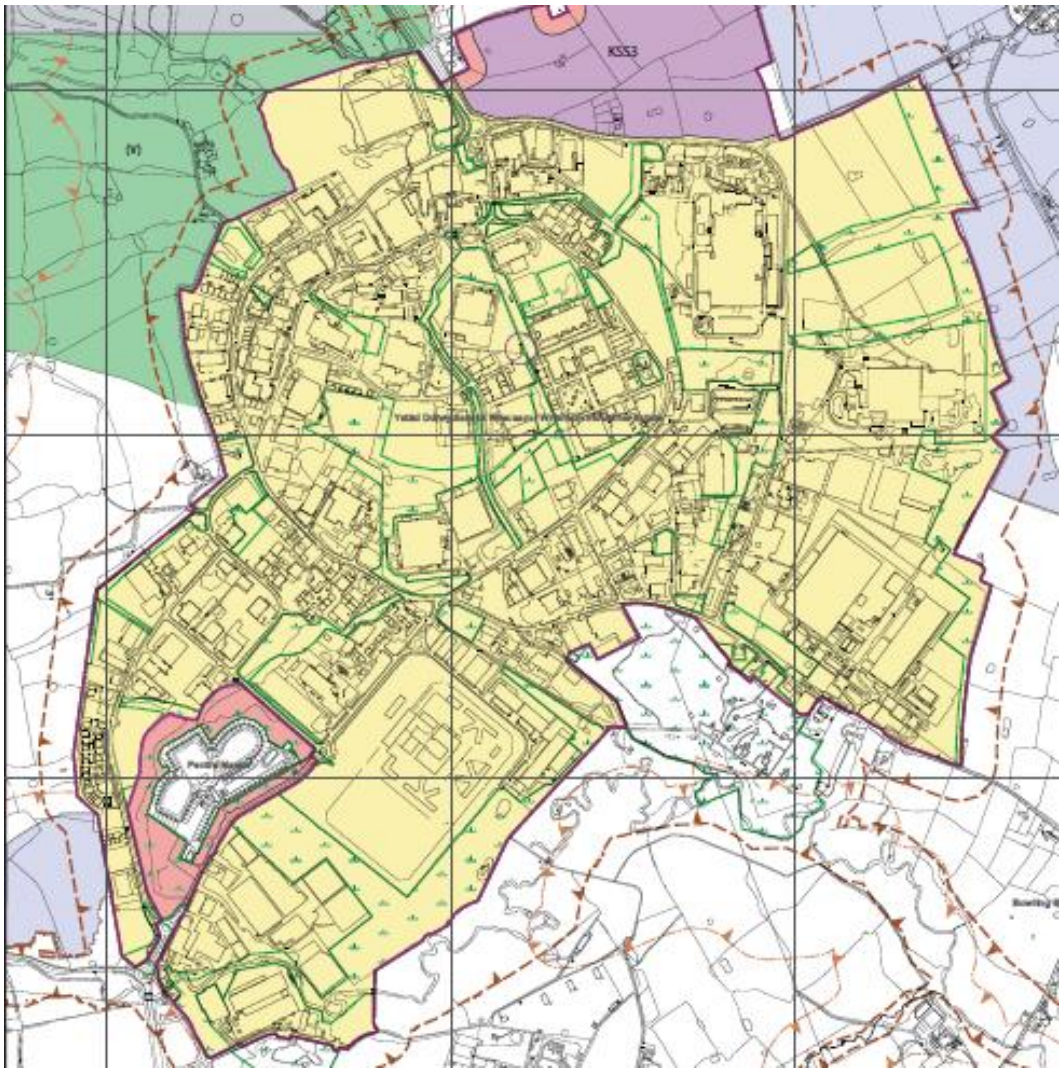
3.4.1 The WLDP was 'tested' during examination and found to be sound by the examining Inspector, and was subsequently adopted by the LPA in December 2023. Whilst the adoption of the LDP was subsequently quashed following the successful legal challenge, and thus it is no longer part of the Development Plan, it can be given significant weight in determining planning applications, where the policies of relevance more accurately reflect the prevailing national policy thought the weight to be afforded to is a matter for the decision maker. For this reason, it is considered further below.

3.4.2 **Policy SP2: Location of Development** directs development to within defined Settlement Limits and Employment Areas as identified on the Proposals Map. The Proposed Development is located within the Employment Area defined for the Wrexham Industrial Estate on Proposal Map Inset 3 (shaded in yellow on **Image 3.2** below) with **Policies SP8: Economic Growth, Employment and Enterprise** and **Policy SP9: Wrexham Industrial Estate** supporting the improvement of the *"employment sites supply within Wrexham Industrial Estate"* and noting its role as a *"Key Business Sector Area"* and stating that it *"will be the primary focus for new employment development over the plan period for class B1, B2 and B8 employment"*.

These policies are potentially supportive of the Proposed Development and it will be key to the planning case to demonstrate its contribution toward their objectives.

3.4.3 Both ***Policy SP8 and SP9*** note that land is protected on the Industrial Estate for a *"strategic ecological network for a number of local, national and internationally protected species and habitats"*, with this shown on the Inset Map extract (edged in green on **Image 3.2** below). This forms part of efforts to protect Great Crested Newts due to the high-density pond network in the locality (described as being of European Importance), as well as other protected and priority species. It will be key to demonstrate adequate regard has been paid to the network, Protected and Priority Species, and Green Infrastructure.

Image 3.2 - Extract from Proposal Map Inset 3 Showing Allocation of Wrexham Industrial Estate and the Strategic Ecological Network



3.4.4 **Policies EM1: Protection of Existing Employment Land** and **EM2: Provision of Supporting Facilities for Employees in Business, Industrial and Warehousing Developments** support strategic policies SP2, SP8, and SP9, and protects the Wrexham Industrial Estate Employment area for employment uses (e.g. the uses falling within the B Use Classes), although they allow appropriate complimentary uses and activities per policy EM2. Whilst not falling within the uses described in EM2 the clear link of the Proposed Development to the activities of the Client and its role in supporting their operations, together with the extant use of the Site for car parking, will allow an argument to be made for support under these policies. It will be important to clearly articulate the need for and benefits of the Proposed Development.

3.4.5 It will also be important to demonstrate compliance with ***Policies SP19: Green Infrastructure*** (by retaining existing green infrastructure where possible and providing compensation and mitigation where not, and delivering new green infrastructure) and **NE2: Local Designations for Nature Conservation and Geological Importance** (as there is a designation directly to the south-east of the Site per the yellow hatching on extract from Constraints Map Inset 3 provided at **Image 3.3** below), **Policy NE3: Trees, Woodlands and Hedgerows** (due to the presence of trees adjacent to the Site).

3.4.6 **Policy NE1** is also relevant as it sets out requirements in respect of protected species (i.e. that they are only to be impacted where there is no satisfactory alternative and there is no detrimental impact to the maintenance of the population at a favourable conservation status in its natural range). These will require detailed survey work before the application is submitted and integration of measures to protect habitats, species, and Green Infrastructure into the Proposed Development along with the provision of enhancement/net benefit.

Image 3.3 - Extract from Constraints Map Inset 3 Showing Local Designations for Nature Conservation and Geological Importance



3.4.7 Due to the nature of the Proposed Development **Policies SP11: Transport and Accessibility, Policy T1: Managing Transport Impacts,** and **Policy T2: Active Travel** will also be key as these set requirements in respect of transport. In particular, it will be necessary to demonstrate that the safety and operation for the highway will not be compromised, that suitable levels of parking are provided, that non-car modes of transport are integrated into the Proposed Development and that the active travel network is not comprised and that opportunities to develop and enhance it are taken.

3.4.8 **Policy DM1: Development Management Considerations** lists a series of general requirements that all development proposals must satisfy as a key function of the planning system. All of these requirements must be met by the Proposed Development, but the following are of particular relevance:

i) Criteria i and iv requires that the layout, scale, height, design, density of development and its materials and landscaping make a positive contribution to the appearance of the locality and that community safety and security is ensured.
ii) Criterion vi requires that highway safety, pedestrian safety, and parking problems do not arise.

3.4.9 It will also be critical to demonstrate compliance with **Policy NE6: Waste Water Treatment and River Water Quality** due to the issues with phosphorus loading in the River Dee and Bala Lake Special Area of Conservation (SAC). Expert drainage advice will be required on this topic to demonstrate that the Proposed Development would not lead to increased phosphorus in the SAC. Reference should be made to this policy and the Dee Catchment Phosphorus Reduction Strategy (DCPRS) and Developer Contribution scheme (DCS).

3.4.10 **Policy RE1: Development and Renewable Energy/Low Carbon Technology** may also be relevant as it requires developments exceeding 1000m2 to *"incorporate schemes which generate energy from renewable and low carbon technologies unless it is demonstrated that it would not be financially or technically viable to do so",* with an energy assessment required.

3.4.11 The following policies will also be relevant as part of any Planning Application and the submission supporting it:

i) Policy SP5: Planning Obligations.
ii) Policy SP12: Design Principles & Masterplanning Framework.
iii) Policy SP14: Natural Environment.
iv) Policy SP16: Minerals Supply and Safeguarding.
v) Policy SP18: Climate Change.
vi) Policy MW3: Sustainable Supply of Minerals.

3.5 Other policy matters

Local Planning Guidance Notes

3.5.1 The LPA has approved a number of Local Planning Guidance Notes that expand upon policy within the Development Plan. The following are likely to be particularly relevant for the Proposed Development:

i) LPG6 - Access to and use of buildings

ii) LPG7 - Landscape and Development
iii) LPG16 - Parking Standards
iv) LPG17 - Trees and Development
v) LPG23 - Development of Sites with Land Contamination
vi) LPG26 - Landscape and Industrial Development
vii) LPG29 - Wrexham Industrial Estate: Employment Development and Nature Conservation
viii) LPG32 - Biodiversity & Development
ix) LPG35 - Great Crested Newt Mitigation Requirements.

Strategic Development Plan

3.5.2 Ambition North Wales (ANW) has begun work on preparing a Strategic Development Plan (SDP) for North Wales. At the time of writing ANW has published a draft Delivery Agreement for the SDP, and it is anticipated that this will be submitted to the Welsh Government for approval by March 2026. The Draft Delivery Agreement sets a timescale for preparing a Deposit Plan between December 2027 and February 2029, and does not anticipate that an adoption plan will be in place until March 2031. At this point it appears that the SDP will not be relevant for this application as it is not sufficiently advanced to be a material consideration.

A New Wrexham LDP

3.5.3 Following the change in the status of the WLDP it is expected that the LPA will begin work on the preparation of a new LDP. No timeframe has been set for this by LPA. At this point it appears any new LDP will not be relevant for this application as it not sufficiently advanced to be a material consideration.

National Planning Policy

3.5.4 Planning Policy Wales and its accompanying Technical Advice Notes are also material considerations and will need to be addressed in any planning application. At this stage there is not sufficient detail to advise on precise requirements, but these will in large part mirror the issues raised by the Development Plan. The TTN accompanying this advice refers to the junction visibility requirements of TAN18.

4.0 CONSTRAINTS

4.1 Introduction

4.1.1 There are various potential constraints that apply to any potential development of the Site and that would influence the acceptability, or not, of any development. The key constraints for the Site and the intended development of the same are examined below, with the most critical constraints examined first, and other considerations examined thereafter.

4.2 Contamination

4.2.1 Bearing in mind the historic use of the Site and the wider Wrexham Industrial Estate a contamination assessment should be undertaken to assess the potential contamination of the Site, and if contamination is likely to be present investigate the Site, assess any contamination, and set out recommendations for remediation.

4.3 Phosphates

4.3.1 This constraint is addressed in para. 3.4.99, and will need to be addressed as a key potential constraint. It may be the case that it can be demonstrated that there will be no increase in persons present in the catchment, and thus no increase in phosphate loading as the Proposed Development will simply accommodate the Client's employees parking requirements in a different manner. If that case can be made, this will address this point and simplify this aspect of the case.

4.4 Ecology, trees, and Green Infrastructure

4.4.1 Per the preceding Chapter, the WLDP Constraints Map identifies adjoining land at as a *"Local Designated Sites of Nature Conservation and Geological Importance"*, and policy within the WLDP also designates a Strategic Ecological Network within the Wrexham Industrial Estate with the designated site forming part of that network. Great Crested Newts are known to be present within and around the Industrial Estate along with other protected and priority species.

4.4.2 A vegetated strip adjoins the northern boundary of the Site which includes mature trees. That area is likely to be considered Green Infrastructure by the LPA. See also Image 4.2 of the accompanying TTN report which raises a question over the ownership and Client's ability to control this strip.

4.4.3 To address those matters it will be necessary to commission a Preliminary Ecological Assessment (PEA) of the Site and surroundings, and to undertake any further detailed surveys as may be required following the PEA. The work will then identify any constraints arising and set out recommendations to ensure that impacts upon protected and priority species are avoided and/or mitigated. A Green Infrastructure Statement (GIS) must also be prepared to assess impacts upon existing green infrastructure, demonstrate that the stepwise approach has been applied, recommend any required avoidance and mitigation measures and set out detail of enhancement. The overall result must be to demonstrate that that net benefit for biodiversity and ecosystem resilience is delivered by the Proposed Development.

4.4.4 An Arboricultural Survey should also be undertaken to identify the constraints imposed by the trees. Where there are impacts from the Proposed Development these must be identified in an Arboricultural Impact Assessment, and measures to protect retained trees set out, justification provided for any removals and re-planting proposed.

4.5 Flooding

4.5.1 The Site is not identified as being at risk of flooding from rivers or the sea on the Flood Map for Planning. However, there are areas of surface water/small watercourses flood risk (zone 2[1]) shown around/on the Site (per FMFP extract below). This will need to be addressed in any application submission, with a Flood Consequences Assessment (FCA) required if the Site includes those areas, and it will be necessary to demonstrate that the Proposed Development is consistent with the acceptability requirements of TAN15.

[1] Defined in TAN15 as "less than 1 in 100 (1%) but greater than 1 in 1000 (0.1%) chance of flooding in a given year, including climate change".

Image 4.1 - Extract from FMfP



4.5.2 The FMfP is to be regularly update on a 6 monthly basis and so may be subject to change whilst the Proposed Development is being prepared. Thus, it will be necessary to monitor it.

4.6 Drainage

4.6.1 Any development would be required to demonstrate that suitable surface water drainage arrangements could be put in place, and if relevant that suitable foul drainage arrangements could be provided. For surface water, this will require a sustainable drainage system and that suitable investigation take place of Site and local drainage conditions to underpin the detailed design for the same. Although outside of the Planning Application SAB Consent will be required, and it is recommended to link the SAB consenting work with the Planning Application.

4.7 Neighbour Amenity

4.7.1 Any development must account for its impact upon the privacy and amenity of the Site's neighbours. Any development would have to take care to respect the amenities and privacy of the Site's neighbours, and in particular the offices on Blackwood Business Park to the east of the Site, and to make adjustments where required to ensure that this is the case.

4.8 Existing Planning Permissions

4.8.1 Per the earlier details on the Planning History of the Site there are a number of extant planning permissions in place, with the planning permissions for the NDP (reference: P/2023/0482, the 'NDP consent') and the Temporary Modular Office (reference: P/2023/0113, the 'TMO consent') being particularly relevant for the Proposed Development for the following reasons:

HGV access for the NDP Consent

4.8.2 The approved vehicular access arrangements for the NDP Consent show an access from the approved development onto Ash Road North with the access set to the north of the NDP building and to the west of the MSCP Site. That access is to be used for both cars and HGVs, with HGV's then traveling down through the NDP site to the rear (southern) side of the building. It is noted that this access would be lost through any 'Stopping Up' of Ash Road North, and that a new access would be provided to Ash Road South as part of the Proposed Development, but that the Client's preference is that this would serve cars only. This therefore requires that a new access route for HGVs is secured.

4.8.3 The Client has set out three options for accommodating HGV access to the rear of NDP building:

i) Via Proserve (from Ash Road North)
ii) Via the new MSCP access (from Ash Road South)
iii) Via a new secondary access onto Ash Road North

4.8.4 These are briefly examined below:-

HGV Access Via Proserve (Ash Road North)

4.8.5 Following discussions with Lovelock Mitchell Architects, it is understood that Ipsen currently hold a licence/agreement to utilise the existing Proserve access from Ash Road North, located at the south-western corner of the Site and shown on the drawings in **Appendix A** of the accompanying TTN. However, the license only covers the construction period of the NDP building.

4.8.6 It is further understood that Ipsen's intention is to make the Proserve access arrangement permanent, enabling all (limited) HGV movements to be kept separate from the MSCP access.

4.8.7 The intention then would be to provide access for HGVs through land to the south of the building which would be across 3rd party land falling within the 'Proserve site'. This creates complications for amending the planning permission that approved the NDP development as a Section 73 application cannot be used to vary the 'red line' that formed part of the application.

4.8.8 Rather than seek a new planning permission for the NDP building it may be possible to include the revised access arrangements for the NDP building as part of the planning application for the Proposed Development. This would simplify the consenting process. The LPA should however be consulted prior to any such application being made to ensure that they would accept this approach. It *may* still be necessary to amend the NDP permission, in some fashion, to align it with the new strategy, depending on the approach taken and how extensively the Proposed Development planning application supercedes the approved NDP permission.

4.8.9 The accompanying TTN refers to the potential agreements with Proserve that would be required outside of the planning process to secure the permanent HGV access. Any matters relating to ownership, easements, or access rights should be addressed prior to the submission of the application, as it whilst not strictly a planning consideration, it must be possible to access the NDP building via the proposed route. Separate legal advice should be sought on this topic to ensure that the relevant rights are secured. If the freehold control of the land is not acquired outright, then notice would need to be served on Proserve as part of any planning application for the Proposed Development.

Via MSCP Access (Ash Road South)

4.8.10 If HGVs cannot utilise the Proserve access for any reason, an alternative arrangement would involve HGVs accessing the rear (south) of Building 7 (NDP) via the MSCP access points from Ash Road South. The potential highway implications of this arrangement, including access geometry and alignment, are examined in the accompanying TTN.

4.8.11 The relevant parts of the access route that would fall within the Site of the Proposed Development could be addressed as part of the application for the Proposed Development. As mentioned above, and depending on the precise details / approach, it *may* also be necessary to review the impact of the new access route on the access arrangement approved in the NDP consent and to prepare revised plans to accommodate the new arrangements, and then to seek to amend the approved arrangements via a Section 73 application.

Via a New Secondary Access onto Ash Road North

4.8.12 A third alternative HGV access solution is to form a new 'in-only' access junction onto Ash Road North, situated near to the rear of Building 7 (NDP), as shown on **Lovelock Mitchell Architects Drawing lMC-LMA-XX-XX-DR-A-9117 Rev P1**.

4.8.13 Again, if this option is pursued instead, and rather than seek an amended planning permission for the NDP building, it may be possible and preferable to include the revised access arrangements for the NDP building as part of the planning application for the Proposed Development. This would simplify the consenting process. Again, the LPA should be consulted prior to any such application being made to ensure that they would accept this approach.

4.8.14 Depending on the approach taken, it *may* still be necessary to review the impact of the new access route on the access arrangement approved in the NDP consent and to prepare revised plans to accommodate the new arrangements, and then to seek to amend the approved arrangements via a Section 73 application.

Other Approved Arrangements for NDP Consent

4.8.15 The NDP Consent also includes various elements that may be impacted by the Proposed Development depending upon its final design, such as swales, drainage arrangements, landscaping, parking spaces, and the internal access road layout. As alluded to above, it may still be necessary to review the impact of the Proposed Development upon these, and to seek to amend the approved arrangements via a Section 73 or Section 96A application (the correct procedure will depend upon the extent of changes required).

TMO Consent

4.8.16 The Proposed Development may also impact upon the siting of the TMO. If impacts are identified then it will be necessary to review if these can be accommodated either via a Section 73 application amending the current consent, or via a new planning application, depending upon the extent of any changes required. If the TMO, which is required for the design and project management staff of the NDP construction, is removed before the MSCP commences (as per condition 1, requiring its removal before 31/07/2028), this would become a moot point.

4.9 Stopping Up and Impact Upon Road Network Within the Industrial Estate

4.9.1 Whilst the Stopping Up of Ash Road North falls outside the scope of this document (see the accompanying TTN for details), it will be necessary to demonstrate that the Proposed Development will not have a materially harmful impact upon the operation of the highway network. This would also include the network of pedestrian footways, bus routes, and cycle routes. This point is examined in greater detail in the TTN. In order to allow the Stopping Up Order to be progressed through the mechanism in S247 / S253 of the Town and Country Planning Act, all the land required for stopping-up must be included within the red-line application boundary.

4.10 Major Development Requirements and PAC

4.10.1 The Proposed Development may fall within the definition of major development as set out in article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended). This sets thresholds for major development with the following potentially relevant here:

" (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more;

(e) development carried out on a site having an area of 1 hectare or more."

4.10.2 If the Proposed Development meets or exceeds these thresholds then a Pre-Application Consultation Exercise (PAC) must take place prior to submission of the application, with a draft of the application (inclusive of all documents and detail required to make a planning application) to be published and local, community, and specialist consultees to be notified and provided a minimum of 28 days to comment. Following this a PAC report must be prepared and submitted with the application setting out detail of the PAC exercise and setting out the comments made and providing details of how the issues raised have been addressed.

4.11 EIA

4.11.1 It is noted that the LPA did not require an Environmental Statement for the NDP application and thus it must be assumed that they screened the development and concluded that it was not EIA development.

4.11.2 This Proposed Development is significantly less substantial and so may well be screened on the same basis. However, it would be advisable to submit a screening

request to the LPA prior to submission to ensure that it is confirmed that they agree that the Proposed Development is not EIA Development.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Planning Policy, Constraints, and Commentary on Proposed Development

5.1.1 There would appear to be no intrinsic barrier to the Proposed Development in Planning Policy terms, and the Site benefits from a location in Wrexham Industrial Estate which forms part of the Wrexham and Deeside NDA in Future Wales and has a recognised employment role in the WUDP and the unadopted WLDP. It will be important to demonstrate alignment with the relevant policies within the adopted Development Plan and the unadopted WLDP.

5.1.2 It will also be important to demonstrate compliance with policy concerning transport, access, and parking bearing in mind the nature of the Proposed Development. This must also include the implications for the local transport network arising from the intended 'Stopping Up' of part of Ash Road North. Further detail on the transport aspects of the Proposed Development is set out in the accompanying TTN.

5.1.3 Similarly, it will be critical to assess the areas of biodiversity, habitat, and green infrastructure value set around the Site, and to undertake adequate surveys in respect of protected and priority species. The constraints arising must be factored into the design of the Proposed Development.

5.1.4 The potential for contamination on the Site must be assessed and addressed in any submission.

5.1.5 Due to the issues with phosphorus loading in the River Dee and Bala Lake Special Area of Conservation (SAC) it will be critical to assess this issue and demonstrate that the proposal will not increase phosphorus loading within the SAC.

5.1.6 If the Site includes the surface water flood risk shown on the FMfP then this must be assessed in a Flood Consequence Assessment.

5.1.7 Consideration must be given to potential impacts upon the amenity of the occupiers of adjoining buildings.

5.2 Planning Application Requirements

5.2.1 It is recommended that the following are provided as a minimum in any planning application:-

i) A location plan.
ii) A detailed existing Site plan.
iii) A detailed proposed Site plan.
iv) Detailed floor plans and elevations of the proposed building, inclusive of detail of materials and finishes
v) Existing and proposed sectional plans.
vi) A hard and soft landscaping plan.
vii) A lighting scheme/plan.
viii) A Drainage Statement and supporting plan/s, inclusive of details of existing ground conditions.
ix) An assessment of phosphates arising from the Proposed Development.
x) A Transport Assessment
xi) Swept path assessment plans.
xii) A visibility splay plan.
xiii) A Preliminary Ecological Assessment together with any detailed ecology surveys as may be required.
xiv) A Green Infrastructure Statement.
xv) An Arboricultural Survey, and if relevant an Arboricultural Impact Assessment.
xvi) A Phase 1 Contamination Report (as a minimum).
xvii) A Design & Access Statement (if the application is classed as a Major Development).
xviii) A Flood Consequences Assessment (if areas identified as at risk of surface water flooding fall within the Site)
xix) A PAC Report (if the application is classed as Major Development).

5.2.2 Although not strictly required it is recommended that a detailed Planning Statement is prepared bearing in mind the complexity of the planning policy situation.

5.2.3 It *may* also be necessary to review and seek amendments to the following permissions to align the detail approved with the Proposed Development:

i) P/2023/0113 - Modular two storey office building (temporary consent)
ii) P/2023/0482 - Construction of manufacturing facility and associated car parking and landscaping
iii) P/2024/0205 - Installation of primary substation and associated fencing.