Ipsen Biopharm Ltd
Proposed Multi-Storey Car Park and New Road Access
East Site, Wrexham Industrial Estate



Site Address

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

Proposed Development

Construction of a new multi-storey car park with new road access and landscaping

Date Prepared

June 2026

Applicant Details

Ipsen Biopharm Ltd
Ash Road North
Wrexham Industrial Estate
Wrexham, LL13 9UF
Contact: Mr Graeme Martin
Tel: 01978 661 181

Agent Details

Lovelock Mitchell Architects
3 Stanley Street
Chester, CH1 2LS
Tel: 01244 404321
email: admin@lovelockmitchell.com
web: www.lovelockmitchell.com

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 construction of a new multi-storey car park with a new road access, at the Ipsen Biopharm Ltd East Site, Wrexham Industrial Estate.

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1.0 SUMMARY OF THE PROPOSAL

The proposal comprises the erection of a new multi-storey car park (**MSCP**) within the Ipsen Biopharm Ltd East Site at Wrexham Industrial Estate. The development will provide a consolidated parking facility for staff, replacing and rationalising existing surface parking associated with the wider Ipsen campus, and supporting the operational resilience of the site.

The car park is arranged over a series of split levels, providing efficient vehicle circulation while limiting the overall building height. The structure is open-sided on all parking levels, and clad on all four sides with an architectural mesh cladding, allowing natural ventilation and reducing the visual mass of the **MSCP**.

2.0 THE BRIEF AND VISION

The brief for the development is to deliver a robust, efficient and future-proofed parking solution that meets Ipsen's future operational requirements whilst making effective use of the applicant's land. The proposal forms part of a wider campus-wide parking strategy intended to consolidate dispersed staff parking and improve the efficiency, safety and management of parking across the wider Ipsen site.

The vision is to create a practical and legible parking structure that integrates positively with the wider Ipsen Site, supporting efficient movement within the East Site, and minimising environmental and visual impact through a simple, functional architectural and landscape approach.

3.0 SITE AND CONTEXT ANALYSIS

The application site is located on the east side of Ash Road North within Wrexham Industrial Estate, one of the largest industrial estates in Europe. The surrounding context is characterised by large-scale industrial, manufacturing and research facilities, wide access roads, and existing surface car parking (Figure 1).

The wider site extends to approximately 2.45 hectares and is bounded by Ash Road North to the west, Ash Road South to the north, and adjacent industrial and commercial uses including Erlas Business Park and Proserve to the east and south.

The site is located within the Wrexham Industrial Estate Wildlife Site designation area and lies in proximity to Erlas Black Wood, an area of woodland located approximately 40m to the south-east. It comprises predominantly of existing hardstanding associated with the wider Ipsen East Site, together with a peripheral grass verge and largely limited ecological value, whilst retaining locally important boundary vegetation, as identified within Land Studio's Preliminary Ecological Appraisal and Green Infrastructure Statement (Appendices 3 and 4).

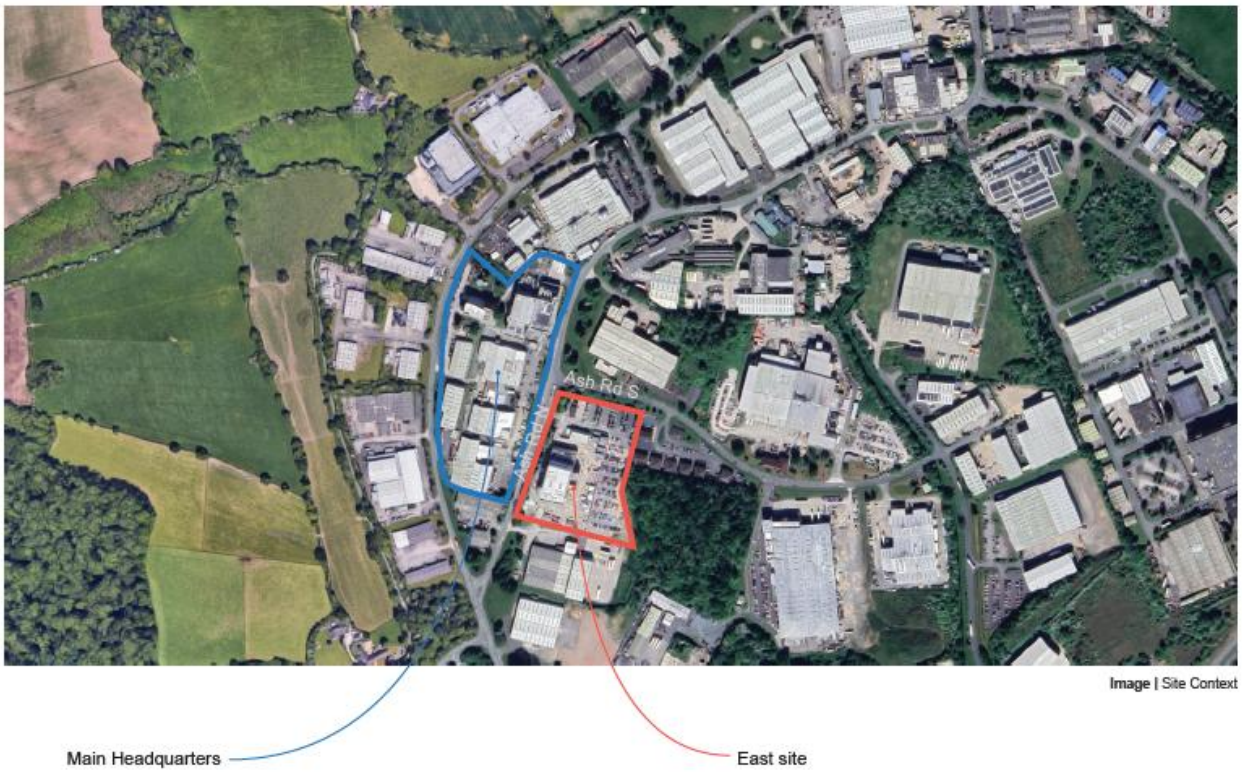


Figure 1. Aerial photo showing relationship of Ipsen headquarters and East Site

The site is generally flat, with ground levels recorded at approximately 36.8–36.9 m AOD, and much of the available developable area is constrained by existing development including: a recently constructed primary substation, the NDP buildings and drainage swales under construction, and a temporary modular office building.

There are no sensitive residential receptors in the immediate vicinity, and the scale of the proposed car park is consistent with the established industrial character of the area.

3.1 FLOOD RISK

The site lies within Flood Zone 1 (Figure 2), and is therefore considered to be at low risk of flooding. Surface water run-off will be managed through a Sustainable Drainage System (SuDS) ensuring that the development does not increase flood risk elsewhere.

Exceedance events will be directed through the site, away from risk areas, and regular maintenance of the drainage network will be required to ensure the continued operation of the system and to minimise residual flood risk. This approach is informed by Land Studio's Flood Consequence Assessment and Drainage Strategy (Appendix 5).

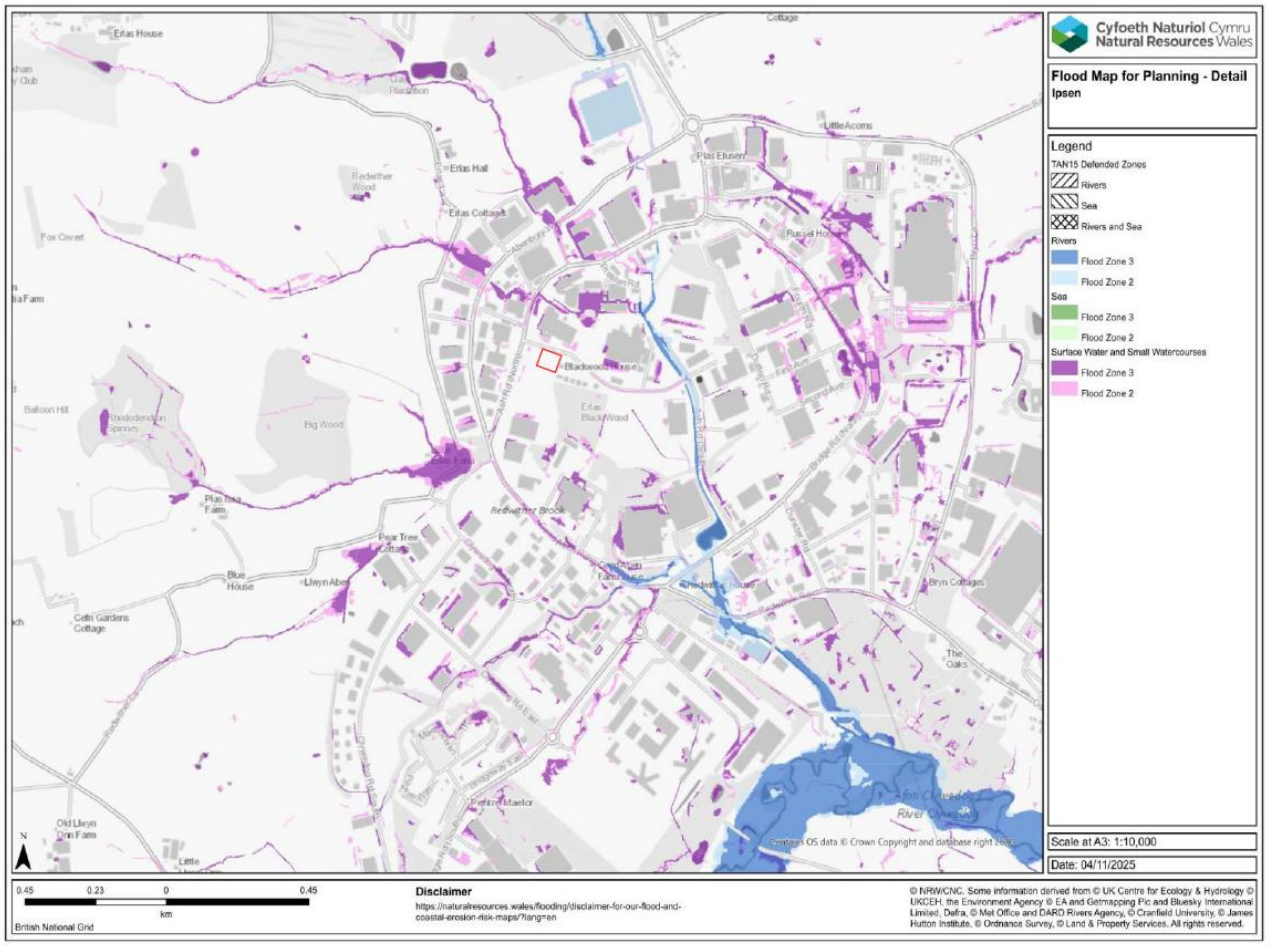


Figure 2. Flood risk map

3.2 EXISTING SITE CONDITIONS

Available desk study information indicates that the site is underlain by made ground and artificial deposits, overlying superficial deposits of Glacial Till (Diamicton), with bedrock comprising the Salop. Formation and Kinnerton Sandstone at depth.

Historical borehole records within the vicinity indicate made ground typically extends to approximately 0.6-2.0 m, underlain by cohesive glacial deposits of significant thickness.

Groundwater is anticipated at depth within the underlying bedrock, with the potential for localised perched groundwater within superficial deposits. These conditions are consistent with previous investigations undertaken across the wider Ipsen Site.

Based on anticipated ground conditions and proposed loading, conventional shallow foundations are unlikely to be feasible, and piled foundations are anticipated, with Continuous Flight Auger (CFA)

or bored piles identified as the most appropriate solutions. These findings are based on the Phase 1 Preliminary Risk Assessment produced by GroundSolve Ltd (Appendix 7).

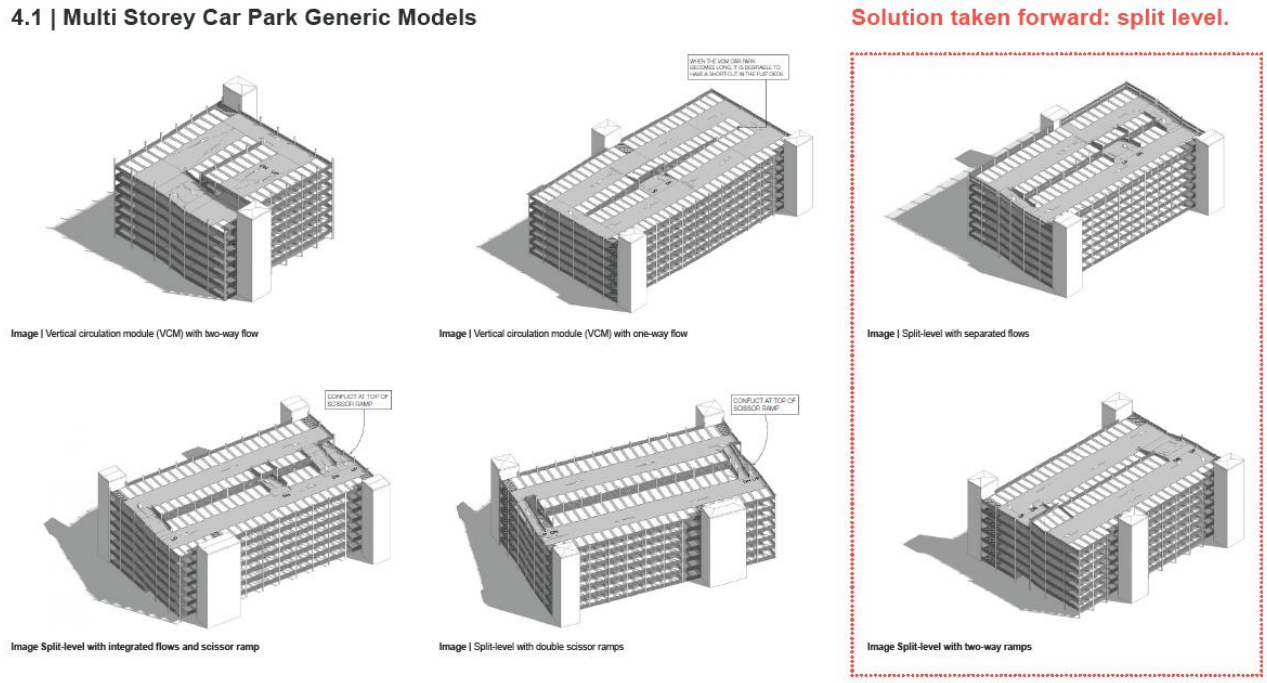


Figure 3. Design response

4.0 DESIGN DEVELOPMENT

A feasibility study was undertaken to assess options for accommodating additional parking on the Ipsen Site. This study considered site constraints, access arrangements, circulation efficiency, structural form and construction viability (Figure 3).

A split-level multi-storey arrangement was identified as the preferred solution, allowing efficient use of the site footprint while maintaining good vehicle flow and minimising ramp lengths and gradients.

4.1 PRE PLANNING CONSULTATION

A pre planning consultation exercise (PAC) 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 closure of a section of Ash Road North to the West of this site as a phase 2 of the development. This road closure is no longer included as part of this planning application.

5.0 THE PROPOSAL

The proposed **MSCP** will consolidate a substantial proportion of staff parking associated with the wider Ipsen campus, and improve the efficiency, safety, and management of parking across the East Site.

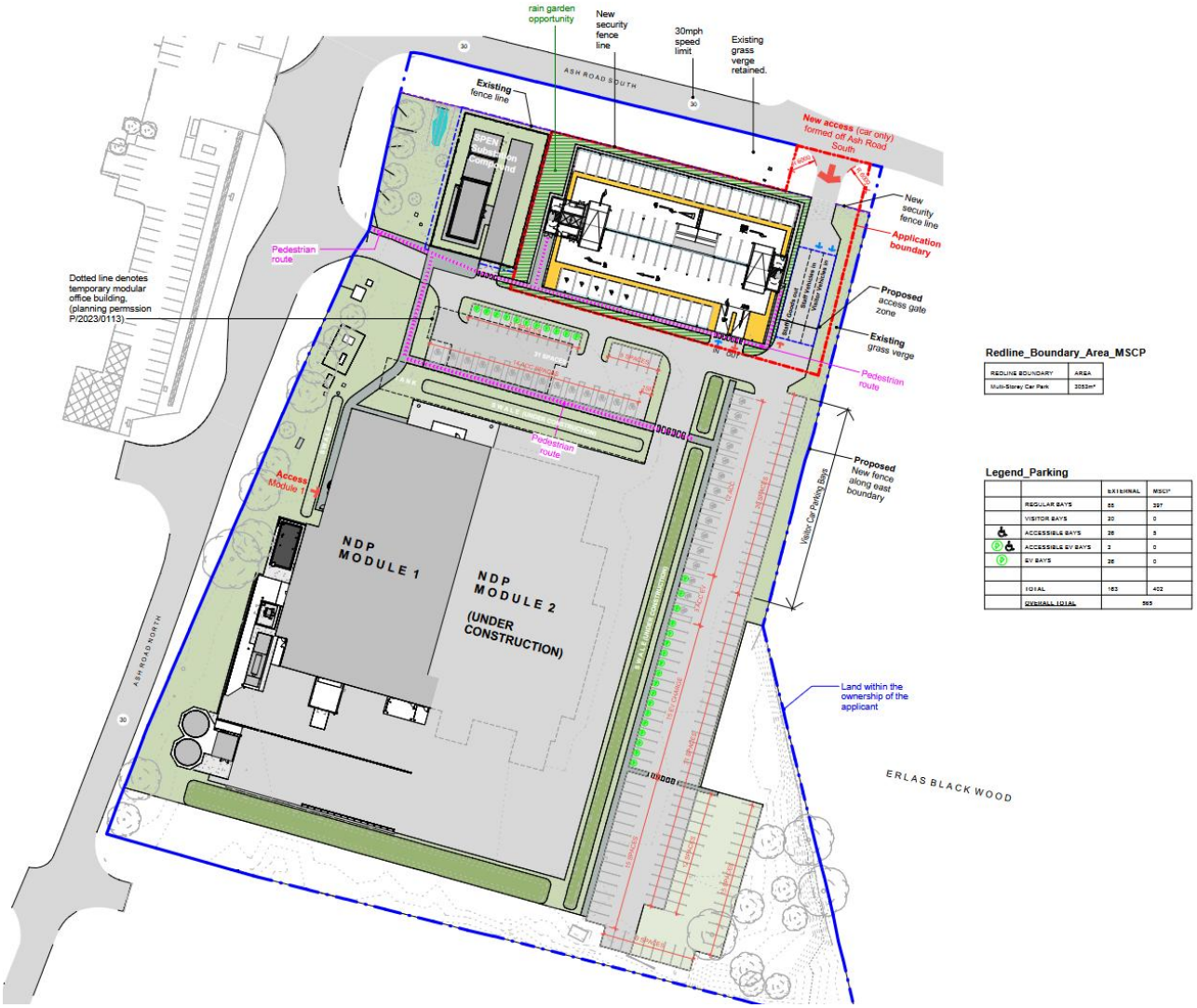


Figure 4. Site proposal

A new road access off Ash Road South will serve both the proposed **MSCP** and the retained East Site surface parking for staff vehicles (Figure 4).

The transport related issues associated with this proposal is supported by a Transport Assessment that has been produced by Axis and which is included in Appendix 2. It should be noted that this Transport Assessment has been produced in support of both this application and a potential future separate planning application for the proposed permanent closure of a section of Ash Road North in Wrexham Industrial Estate to form a landscaped area, and associated works.

5.1.1 Character

The proposed car park adopts a functional and restrained architectural character, reflecting its industrial setting. The open-sided form with an architectural mesh façade reduces perceived mass and allows light and views through the building, helping it to sit comfortably within the wider site (Figure 5).

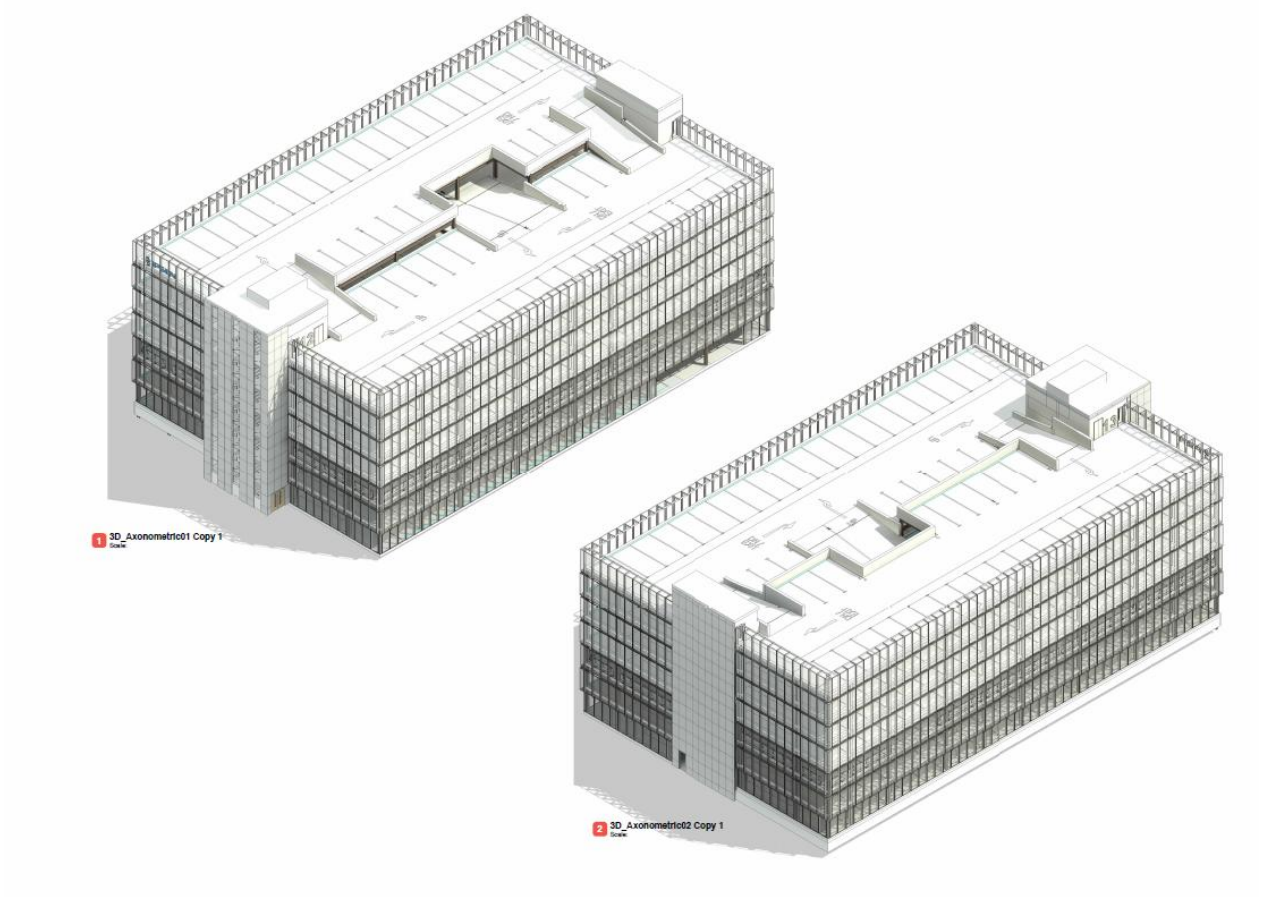


Figure 5. Axonometric projections

5.1.2 Amount and Density

As set out within Axis' Transport Assessment (Appendix 2), the proposed parking provision forms part of a wider campus-wide parking strategy, rather than the provision to support material increase in staffing levels.

The **MSCP** has been developed to consolidate existing dispersed parking associated with Ipsen's operations, and improve the overall efficiency, safety, and management of parking across the wider Ipsen sites.

As part of the approved **NDP** Building planning application (P/2023/0482), a total of 288 parking spaces were approved across the East Site, including 24 spaces dedicated to the NDP facility itself. Of these 288 approved spaces, 168 were located within the NDP application boundary.

The proposed **MSCP** has therefore been developed to consolidate existing dispersed parking associated with Ipsen's operations, and improve the overall efficiency, safety and management of parking provision across the wider Ipsen campus.

Staffing levels across the Ipsen campus are expected to remain broadly unchanged. The proposal seeks to rationalise and future-proof the existing parking arrangement, rather than to generate new travel demand.

The proposal provides 402 parking spaces within the **MSCP**. The latter, combined with 163 retained and reconfigured surface spaces within the NDP application boundary, results in a grand total of 565 spaces across the East Site. This includes 34 accessible parking bays distributed throughout the development, equating to approximately 6% of total provision.

As identified within Axis' Transport Assessment (Appendix 2), this level of accessible parking exceeds typical minimum accessibility standards and has been incorporated to support inclusive access across the wider Ipsen campus.

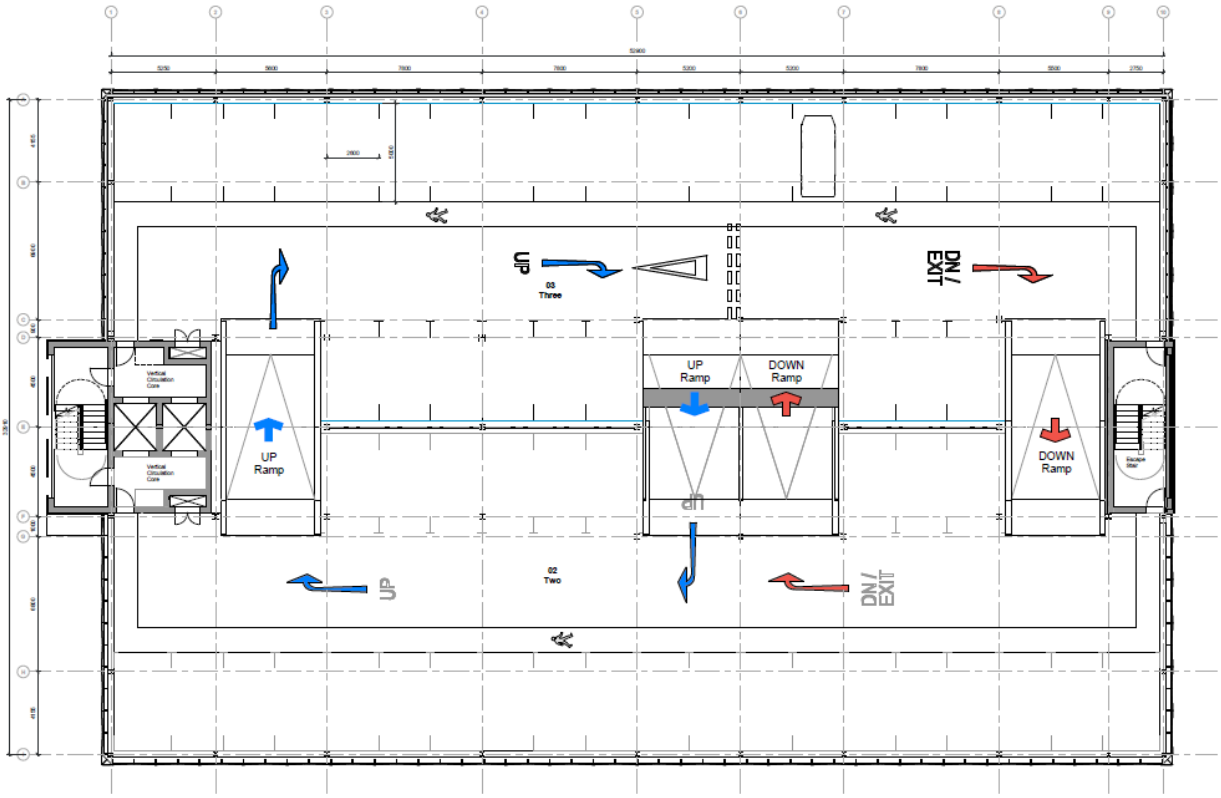


Figure 6. Typical Floor Plan

Axis' assessment further identifies that the wider Ipsen campus currently accommodates approximately 711 operational parking spaces, increasing to approximately 744 spaces if presently unused spaces adjacent to Unit 10 are brought back into use. In this context, the proposal should be understood as part of a wider estate rationalisation and parking consolidation strategy, rather than a wholly new parking provision.

The introduction of the multi-storey structure reduces the overall footprint of parking at ground level, whilst also creating opportunities to integrate landscape and drainage features around the site perimeter, identified within Land Studio's Preliminary Ecological Appraisal and Green Infrastructure Statement (Appendices 3 and 4).

5.1.3 Internal Arrangement

The 402 parking spaces are arranged over 6.5 storeys in a split-level configuration, within a total of 12,820m2 (Gross External Floor). The car park solution provides approximately 29 spaces on each half deck (Figure 6). The car park spaces are 2.6 x 5.0 m with a 6 m carriageway between opposing spaces, and a clearly designated footpath along one side of the carriageway.

The principal lift and stair core is located on the west side of the floor plate, with a secondary stair situated on the opposite east elevation. Vehicular access to the **MSCP** is located in the south-east corner of the ground floor.

5.1.4 Scale

The top occupied parking deck is located at 17.95 m (below the 18 m threshold typically associated with tall building classifications), offering an appropriate scale within the industrial estate context. The overall building height, including façade screening, reaches approximately 21m (Figure 7).

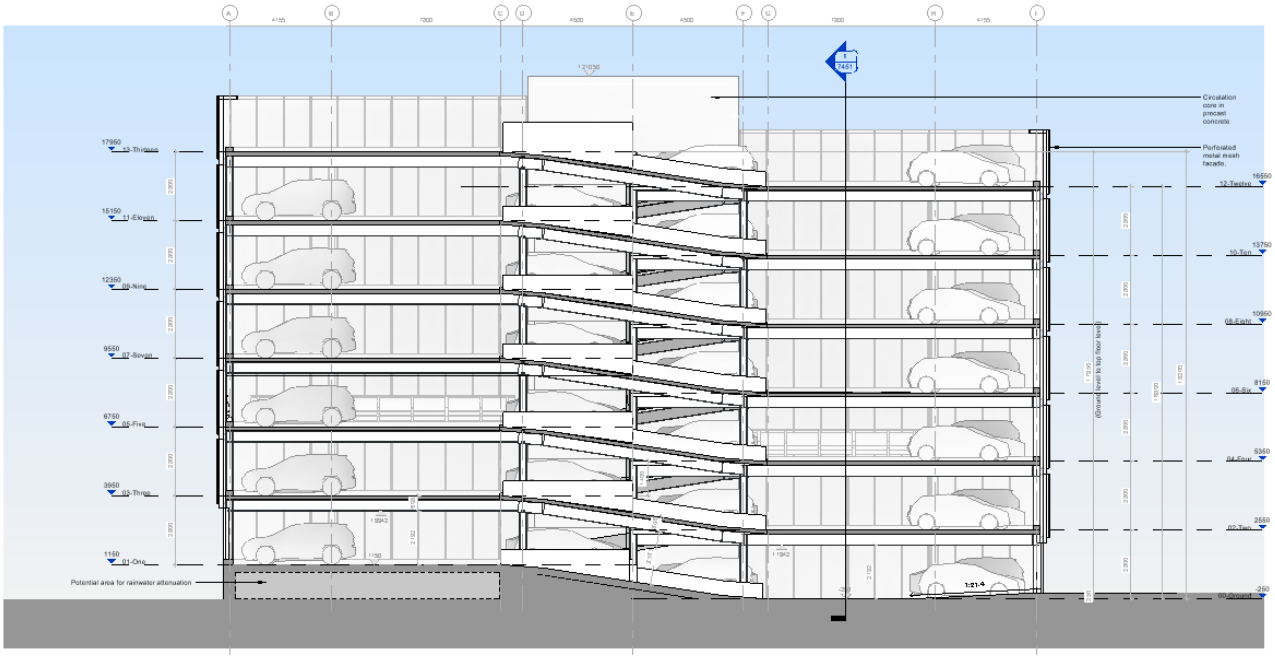


Figure 7. Section with heights

5.1.5 Appearance

External elevations will utilise a simple palette of durable, non-combustible materials, such as steel framing and metal architectural mesh or louvre panels. These elements provide safety and visual screening while maintaining natural ventilation.

The open-sided arrangement allows natural ventilation throughout the structure, avoiding the requirement for mechanical ventilation systems, as set out within Futureserv's MEP Planning Report (Appendix 6).

The external appearance will match the external colours of the new NDP building and the colourway of other recent buildings on the Ipsen Site (Figure 8).

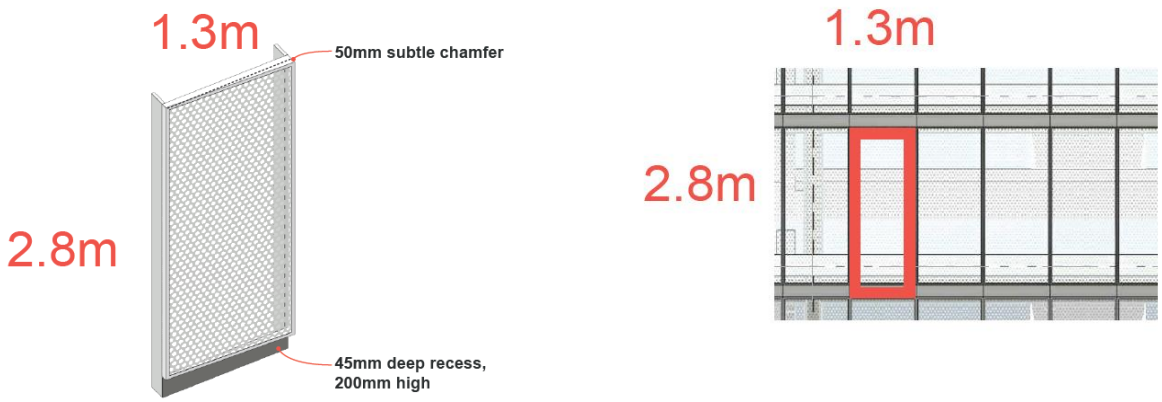


Figure 8. Metal Mesh Cladding Concept

5.1.6 Landscaping

The existing site is currently a surface car park with limited green infrastructure, comprising small areas of modified grassland and an eastern boundary hedgerow. The proposed landscape design was developed around the following principles:

- Retaining and protecting existing green infrastructure features, including the eastern boundary hedgerow.
- Providing native planting and structural planting where appropriate to enhance bio-diversity and ecological function.
- Incorporating a blue green drainage strategy, including SuDS features such as raingardens, meadow planting and bioretention, to manage surface water at source.
- Achieving a Bio-diversity net gain through habitat creation, in accordance with the existing low ecological baseline.
- Addressing the functional needs of the development as efficiently as possible, with minimal impact on retained bio-diversity and the landscaping.
- Contributing to the wider infrastructure network and delivering a multifunctional landscape.

The proposal was designed to minimise ecological impact by retaining existing boundary vegetation and concentrating development within an existing hardstanding area of limited ecological value, informed by the Preliminary Ecological Appraisal and Bio-diversity Net Benefit Statement, by Land Studio (Appendix 3)

The eastern boundary hedgerow is retained to maintain ecological connectivity with surrounding habitats, including Erlas Black Wood. Additional native planting and pollinator-friendly landscaping will further support local bio-diversity and green infrastructure.

As captured by Land Studio's Preliminary Ecological Appraisal and Bio-diversity Net Benefit Statement, by Land Studio (Appendix 3), the landscaping scheme was developed in accordance with the mitigation hierarchy by prioritising the minimisation of impacts, before introducing mitigation and enhancement measures. The grassland verge along the northern edge has been cleared and it will be replanted with level planting in accordance with the terms of the covenant. The overall landscape strategy both softens the appearance of the development and delivers ecological enhancements.

A maintenance strategy will be put in place to ensure the successful establishment and long-term function of planting and drainage features, supporting bio-diversity, drainage and improved visual quality and user experience objectives.

5.1.7 Parking

The proposed parking arrangement has been designed to provide clear circulation, efficient space utilisation and safe pedestrian movement throughout the East Site. The **MSCP** will accommodate 402 spaces arranged over split-level decks, with vehicular circulation designed to minimise internal conflict points and maintain clear directional movement between levels. Parking spaces within the structure are arranged in accordance with parking dimensions and are supported by clearly defined pedestrian routes and vertical circulation cores.

In addition to the **MSCP** provision, 163 retained and reconfigured surface parking spaces will remain across the East Site. Accessible parking spaces are distributed throughout the development, and positioned close to pedestrian routes, lift cores and principal access points to support inclusive access and legibility for all users. The proposed parking layout and space allocation are illustrated in Figure 11.

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

Figure 9. Proposed Parking Bay Allocation, East Site

5.1.8 Drainage

A Sustainable Drainage System (SuDS) is required in accordance with Welsh Government SuDS Standards (S1–S6) to manage and treat surface water run-off prior to discharge. A Drainage Statement addressing surface water systems has been prepared as part of the Flood Consequence Assessment and is included in Appendix 5.

A SuDS Approval Body (SAB) application will be submitted in parallel with this planning application.

The drainage strategy proposed has been developed in accordance with Planning Policy Wales (PPW), TAN 15, and Welsh Government Statutory Standards for Sustainable Drainage Systems (SuDS).

5.1.9 Ecology

In accordance with Planning Policy Wales, the development is intended to deliver a Net Benefit for Bio-diversity (NBB) through the avoidance and minimisation of habitat loss, together with the provision of on-site habitat enhancement features.

As identified within Land Studio's Preliminary Ecological Appraisal and Net Benefit for Bio-diversity Statement (Appendix 3), the site is predominantly formed of existing hardstanding of limited ecological value, whilst retaining locally important boundary vegetation and habitat connectivity features.

The design has been developed in accordance with the mitigation hierarchy by prioritising the retention and protection of existing ecological features where possible, including the eastern boundary hedgerow which maintains connectivity with surrounding habitats and Erlas Black Wood.

Further enhancement measures will include native planting, pollinator-friendly landscaping, habitat creation associated with the wider SuDS strategy, integrated birdboxes, and the creation of refugia and hibernacula for amphibians, reptiles and small mammals along site boundaries. Opportunities to incorporate habitat features site-won or recycled materials have also been identified as part of Land Studio's landscape strategy.

Construction activities will be managed to minimise ecological disturbance, including restrictions of night-time working where appropriate.

Lighting across the site will be limited, downward-facing, and will use narrow-spectrum sources, operating only when necessary, as recorded in Futureserv's MEP Planning Report (Appendix 6), and Land Studio's ecological guidance.

6.0 MOVEMENT

The movement strategy for the **MSCP** has been developed to improve circulation efficiency by consolidating existing dispersed parking provision, and support clear pedestrian movement within the East Site.

6.1.1 User Access and Movement

The site is served by existing pedestrian routes and public transport connections. Bus services operate along Ash Road North, with existing stops for routes 41 and 42C, located within walking distance of the site.

The proposal has been designed to provide safe, legible and inclusive movement throughout the East Site. Guiding users of the new car park via internal footpaths within the site either across to the NDP building or out through the existing site entrance where they can then cross Ash Road North in order to access the Ipsen West Site campus. Accessible parking bays are distributed throughout the

site and positioned close to pedestrian routes, lift cores and principal access points to support inclusive access to all users.

6.1.2 Vehicle Access

Vehicular access to the **MSCP** for all users is proposed from a new access off Ash Road South. The access arrangement will also serve the East Site surface parking which is being created as part of the NDP development currently under construction and has been designed to improve circulation efficiency and reduce vehicle conflicts across the wider site.

Barrier-controlled entry points will be located within the site boundary off Ash Road South with additional lane segregation provided at the site entrance to differentiate staff and visitor movements.

Internal circulation within the **MSCP** has been designed to provide clear directional movement between levels, minimise internal conflict points, and maintain safe interaction between vehicles and pedestrians.

6.1.3 Vertical Circulation

Vertical circulation within the MSCP has been designed to provide clear, safe, and accessible movement between all parking levels. Two passenger lifts are located within the primary western core, and provide access to each half level, whilst stair cores are positioned at opposite ends of the structure to support clear wayfinding, and emergency egress (Figure 13).

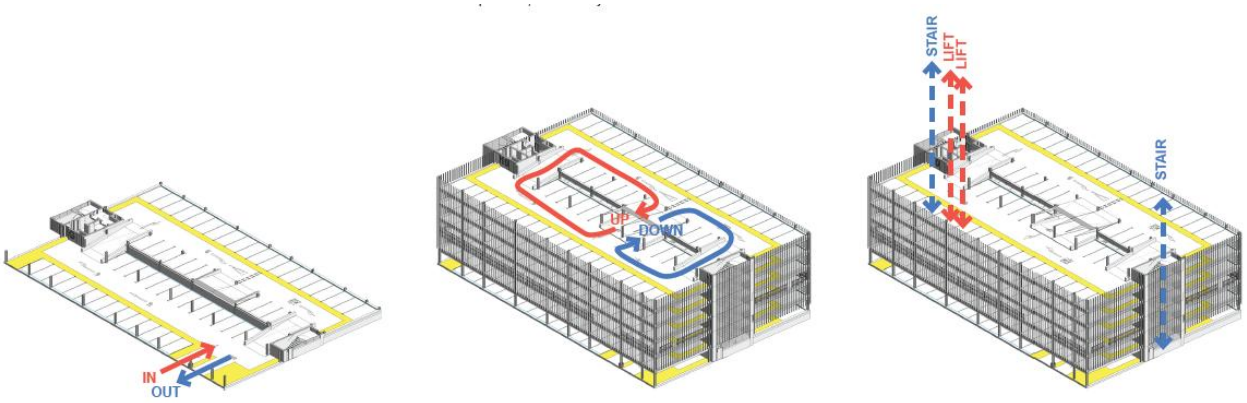


Figure 10. Diagrams illustrating vertical circulation

6.1.4 Internal Lighting

Lighting has been designed to provide an even distribution of light across the car parks with the main designated thoroughfares and circulations adequately illuminated. The car park will use energy-efficient LED IP-rated anti-tamper batten luminaires, surface-mounted to the soffit and incorporating 3-hour emergency batteries where required.

Lighting will comprise LED IP-rated anti-tamper luminaires with integrated emergency battery backup, in accordance with the strategy outlined within the MEP Planning Report (Appendix 6).

Stair cores and lobbies will be lit by LED bulkheads, also with 3-hour emergency backup. Emergency sign lighting and exit bulkheads will be provided to indicate escape routes.

6.1.5 External Lighting

The proposal has been developed in accordance with the ecological lighting principles identified within Futureserv's MEP Planning Report (Appendix 6), and Land Studio's ecological guidance.

- The proposed illumination strategy will utilise 'Light Emitting Diodes' (LEDs).
- The illumination will be directional and downward facing to avoid illumination of the wider area.
- There will be no upward illumination in any direction where it could inhibit bat movements.
- All luminaires will lack any UV component.
- Luminaires with a 'warm white' spectrum should be used, (ideally <2700 Kelvin) to reduce the blue light component.
- Luminaires will feature peak wavelengths higher than 550nm to avoid the light component most disturbing to bats

6.1.6 Final Fire Exit Doors

Final fire exit doors will comply with Building Regulations Part B and will incorporate the following with regards to secure by design:

- Comply with BS476 and must comply with Fire regulations doors and be devoid of any external furniture.
- External devices used on the doors will be strong enough to keep intruders out whilst allowing occupants to escape. Escape hardware will comply with Building Regulations Part B and British and European Standards BSEN 1125 (for panic hardware) and BSEN179 (for emergency exit devices).
- Panic push bar or similar locking system.

7.0 ENVIRONMENTAL SUSTAINABILITY

The open-sided design maximises natural ventilation and daylight, eliminating the need for mechanical ventilation systems and reducing operational energy use. By consolidating parking into a single structure, the development frees up land for future development and supports a more efficient and sustainable site layout.

The sustainability approach is further detailed within Futureserv's MEP Planning Report and includes the provision of Photovoltaic Panels on the lift/stair core roofs (Appendix 6).

8.0 ACTIVE TRAVEL / WALKING AND CYCLING

The transport strategy has been informed by Axis' Transport Assessment (Appendix 2), which identifies that the proposals primarily redistribute and consolidate existing staff parking demand associated with the wider Ipsen campus, rather than generating materially new vehicle trips. The

MSCP forms part of a wider operational and estate management strategy linked to the ongoing development of the Ipsen campus.

9.0 COMMUNITY SAFETY

The **MSCP** is positioned within the boundaries of a secure site currently operated by the applicant. During the design process any changes to the perimeter of the site which may affect the community's safety were carefully assessed to help prevent crime and ensure community safety.

The MEP strategy includes CCTV coverage to entrances, exits, lobbies, and access points, together with controlled barrier access linked to the site security system (see Futureserv's MEP and Sustainability Report, Appendix 6).

During the construction period all security will be maintained to ensure that members of the public cannot enter the building site.

It is proposed that the site boundary to the north will be secured by a new green palisade fencing matching and connecting to the existing palisade that secures the site (Figure 14).

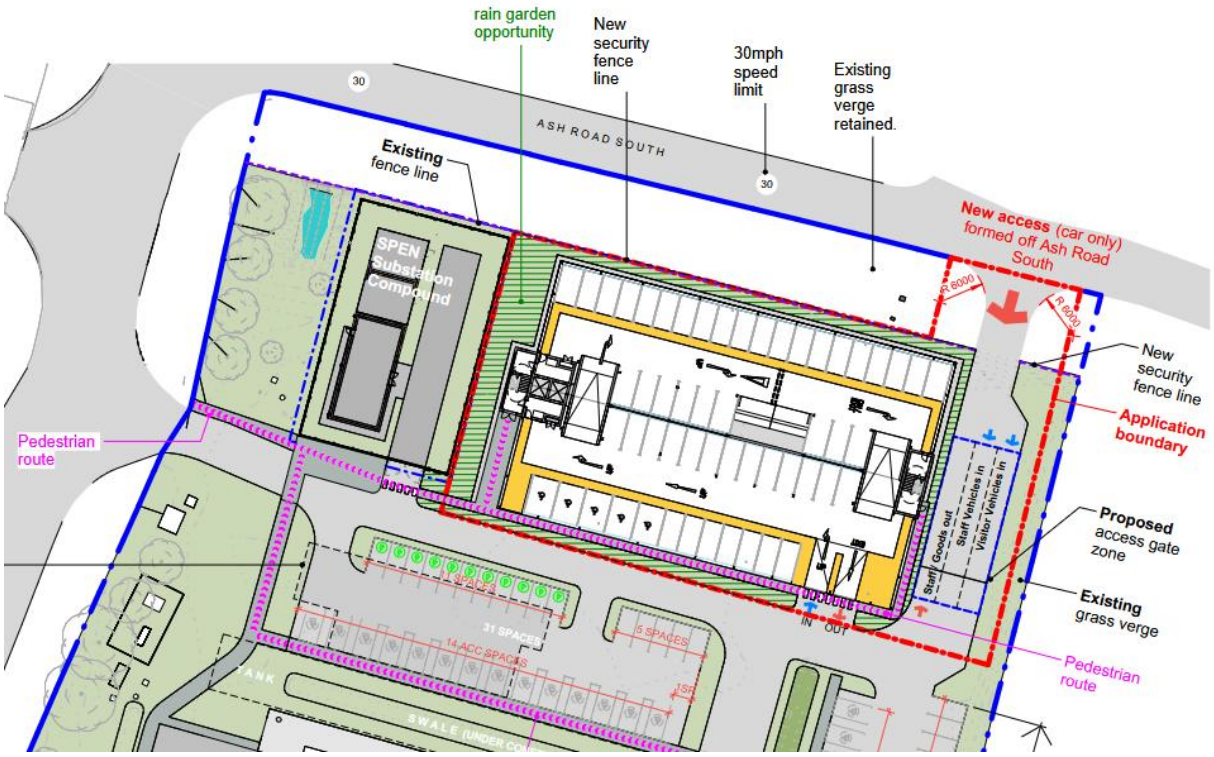


Figure 11. Fencing line

Crime Prevention through Environmental Design approach (CPTED) is a multi-disciplinary approach to deterring criminal behaviour that changes peoples' behaviour in a place (and towards a place) by altering landscapes and buildings' designs.

In practice, CPTED seeks to maintain high levels of security whilst also improving the quality of life of the people who must live and work in the secure environment.

Due to the proposed site being located on an existing industrial estate, no significant adverse impact is anticipated.

User safety has been a key consideration in the design of the **MSCP.** The open-sided layout provides good visibility and passive surveillance, while lighting is designed to ensure clear visibility without excessive light spill to surrounding areas.

A fire alarm system, compliant with BS5839-1, will be integrated within the development, including emergency lighting and lift interface controls, as described in Futureserv's MEP Planning Report (Appendix 6).

10.0 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-7001	P5	SITE_Plan-Existing
IMC-LMA-01-XX-DR-A-7002	P6	SITE_Plan-Proposed
IMC-LMA-01-XX-DR-A-7004	P2	SITE_Location Plan
IMC-LMA-04-00-DR-A-7101	P4	GA_PLAN_Level00-01
IMC-LMA-04-01-DR-A-7102	P4	GA_PLAN_Level02-03
IMC-LMA-04-04-DR-A-7103	P4	GA_PLAN_Roof
IMC-LMA-04-XX-DR-A-7301	P5	Elevations
IMC-LMA-04-XX-DR-A-7451	P3	Sections
IMC-LMA-04-XX-DR-A-7501	P3	Axonometrics
IMC-LMA-04-XX-DR-A-9125	P3	SKETCH_New_Access_Off_ARS

11.0 PLANNING HISTORY

The approved NDP development and associated infrastructure works forms an important part of the context for the current proposal, particularly in relation to the ongoing reconfiguration and rationalisation of parking across the East Site. The East Site currently benefits from three recent extant planning permissions:

- the main NDP facility with associated parking and landscaping (P/2023/0482),
- the temporary two-storey modular office building (P/2023/0113) and
- a primary substation with fencing (P/2024/0205).

12.0 RESPONSE TO PLANNING POLICY

The Ipsen Site is within the jurisdiction area of Wrexham County Borough Council (WCBC). The Unitary Development Plan (UDP) 1996 - 2011 was adopted by Wrexham County Borough Council on the 14th February 2005. Wrexham County Borough Council is preparing the Local Development Plan (LDP2) which will replace the current adopted Unitary Development Plan.

The proposal accords with national and local planning policy by supporting economic development, making efficient use of previously developed land, and providing infrastructure necessary to support a major employment site within Wrexham Industrial Estate.

Compliance with lighting, sustainability, fire safety and operational infrastructure requirements, is further detailed within Futureserv's MEP Planning Report (Appendix 6).

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**
  - Future Wales: The National Plan 2040
  - Planning Policy Wales (PPW)
  - TAN 15 – Development, Flooding and Coastal Erosion
  - TAN 18 – Transport
- **Wrexham Unitary Development Plan 1996–2011 (WUDP)**
  - Strategic Policies
    - PS1
    - PS2
    - PS3
    - PS4
    - PS8 (Transport)
    - PS11 (Bio-diversity)
  - General Development Policy
    - GDP1
    - Criteria A
    - Criteria B
    - Criteria D
    - Criteria H
    - Criteria K
  - Employment Policy
    - E4 (Employment development on unallocated land)
  - Transport Policies
    - T8 (Parking standards)
    - T9 (Walking, cycling and horse-riding routes)
  - Environmental Policies
    - EC4 (Hedgerows, trees and woodland)

- EC6 (Bio-diversity conservation)
- EC13 (Surface water run-off)

- **Wrexham Local Development Plan 2013–2028 (WLDP – Unadopted)**
  - Strategic Policies
    - SP2 (Settlement limits and employment areas)
    - SP8 (Economic growth, employment and enterprise)
    - SP9 (Wrexham Industrial Estate)

13.0 APPENDICES

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

APPENDIX 2 TRANSPORT ASSESSMENT
Refer to Axis document, included separately

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

APPENDIX 4 GREEN INFRASTRUCTURE STATEMENT
Refer to Land Studio document, included separately

APPENDIX 5 FLOOD CONSEQUENCE ASSESSMENT AND DRAINAGE STRATEGY
Refer to Land Studio documents, included separately

APPENDIX 6 MEP PLANNING REPORT
Refer to Futureserv document, included separately

APPENDIX 7 PRELIMINARY RISK ASSESSMENT
Refer to GroundSolve document, included separately

APPENDIX 8 PLANNING TECHNICAL NOTE
Refer to Axis document, included separately