LandStudio



# IPSEN EAST MSCP

Green Infrastructure Statement

October 2026

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This document has been produced by Land Studio on behalf of Lovelock Mitchell. The contents of the document are intended for a planning application for the proposed new multi story car park at Ipsen East, Wrexham. Land Studio has prepared this report in accordance with the instructions of the above-named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

# **IPSEN EAST CAR PARK:** INTRODUCTION & THE SITE

This Blue Green Infrastructure Statement has been prepared in support of the proposed multi-storey car park and drainage improvements at Wrexham Industrial Estate.

In accordance with Planning Policy Wales (PPW) and the Environment (Wales) Act 2016, the statement demonstrates how green infrastructure has been embedded within the design through a proportionate, step-wise approach.

The site is located within a predominantly industrial context, characterised by extensive hardstanding and limited vegetation. The introduction of a multi-storey structure reduces the overall footprint of parking at ground level, creating opportunities to integrate blue green infrastructure within and around the development.

The document is structured as follows:

- **Part 01:** Baseline Analysis
- **Part 02:** Proposal Analysis




Figure 1: Site Location



Figure 2: Existing Site - Boundary Landscaping



Figure 3: Existing Site - Surface level car park



Figure 4: Existing site - Existing Drainage Gully

# **IPSEN EAST CAR PARK:** BASELINE ANALYSIS

### 2.0 Site Overview

The application site comprises an area of existing surface-level car parking and associated hardstanding within Wrexham Industrial Estate, proposed to be redeveloped as a multi-storey car park.

Vegetation on site is limited to small areas of modified grassland, with negligible structural planting or habitat connectivity. Ecological assessment confirms that the site provides limited green infrastructure and negligible blue infrastructure function .

The existing site is therefore dominated by impermeable surfaces and conventional drainage infrastructure, with little opportunity for natural water management or ecological function.

While the site itself is of low ecological value, the wider area contains features of greater interest, including woodland, drainage corridors and off-site ponds, forming part of a broader ecological network.

### 3.0 Constraints and Opportunities

#### Constraints

- Predominantly hardstanding with limited existing habitat
- Existing drainage infrastructure requiring coordination
- Proximity to sensitive ecological features within the wider area

#### Opportunities

- Integration of sustainable drainage (SuDS) within the layout
- Introduction of new planting and habitat feature
- Enhancement of biodiversity within a currently low-value site
- Contribution to wider green infrastructure network

The site offers a clear opportunity to transform a functionally engineered space into a multi-functional landscape.

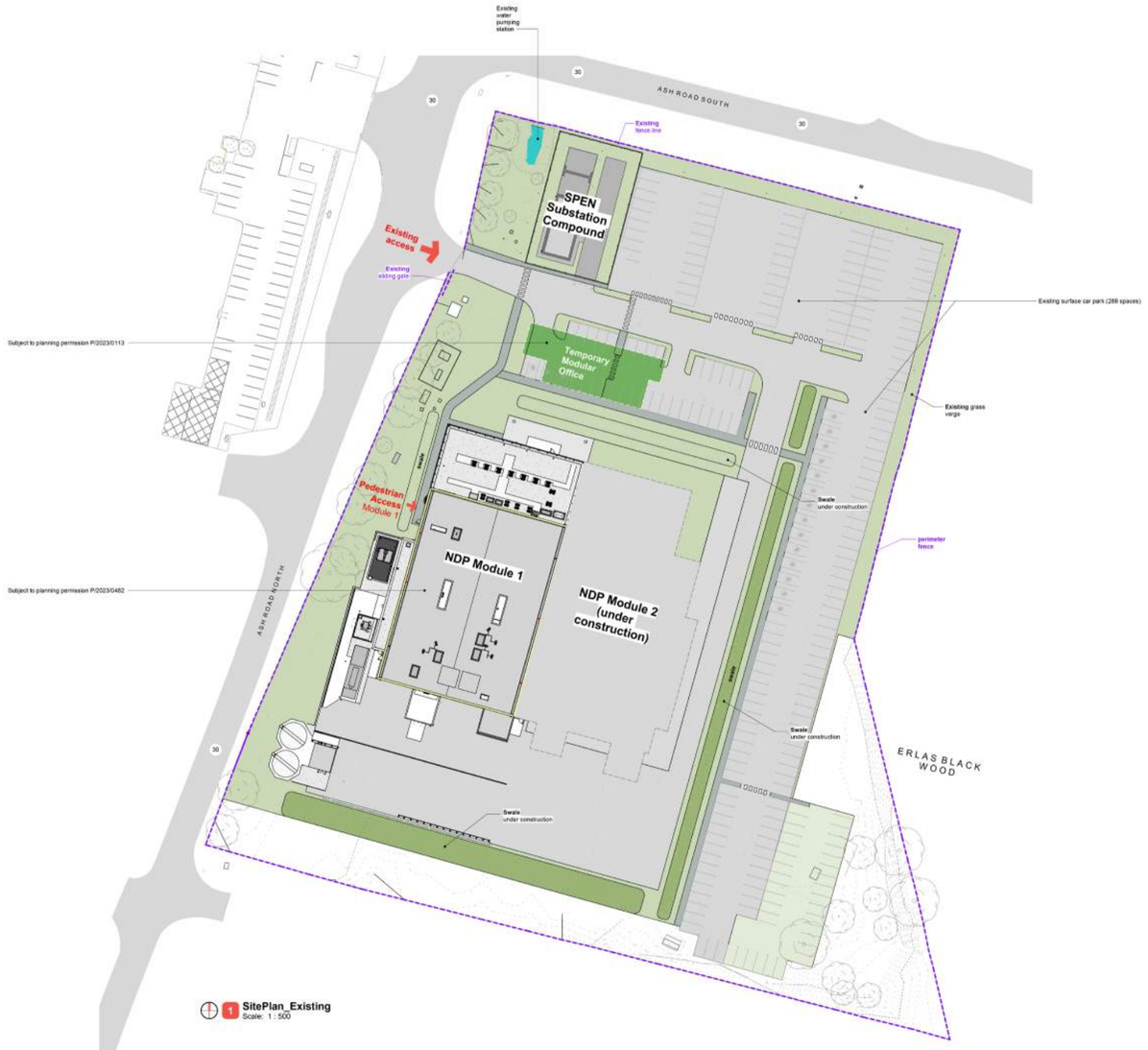



Figure 5: Existing Site Plan

# **IPSEN EAST CAR PARK:** PROPOSAL ANALYSIS

### 4.0 Design Approach

The design adopts a blue green infrastructure-led approach, using the introduction of a multi-storey car park as an opportunity to restructure the site.

This approach aligns with:

- Planning Policy Wales (Chapter 6)
- Environment (Wales) Act 2016 – Section 6 Duty
- SAB SuDS Standards (S1 – S6)

The strategy focuses on managing water at source while delivering wider environmental benefits.

### 5.0 Blue Green Infrastructure Strategy

### 5.1 Surface Water Management (Blue Infrastructure)

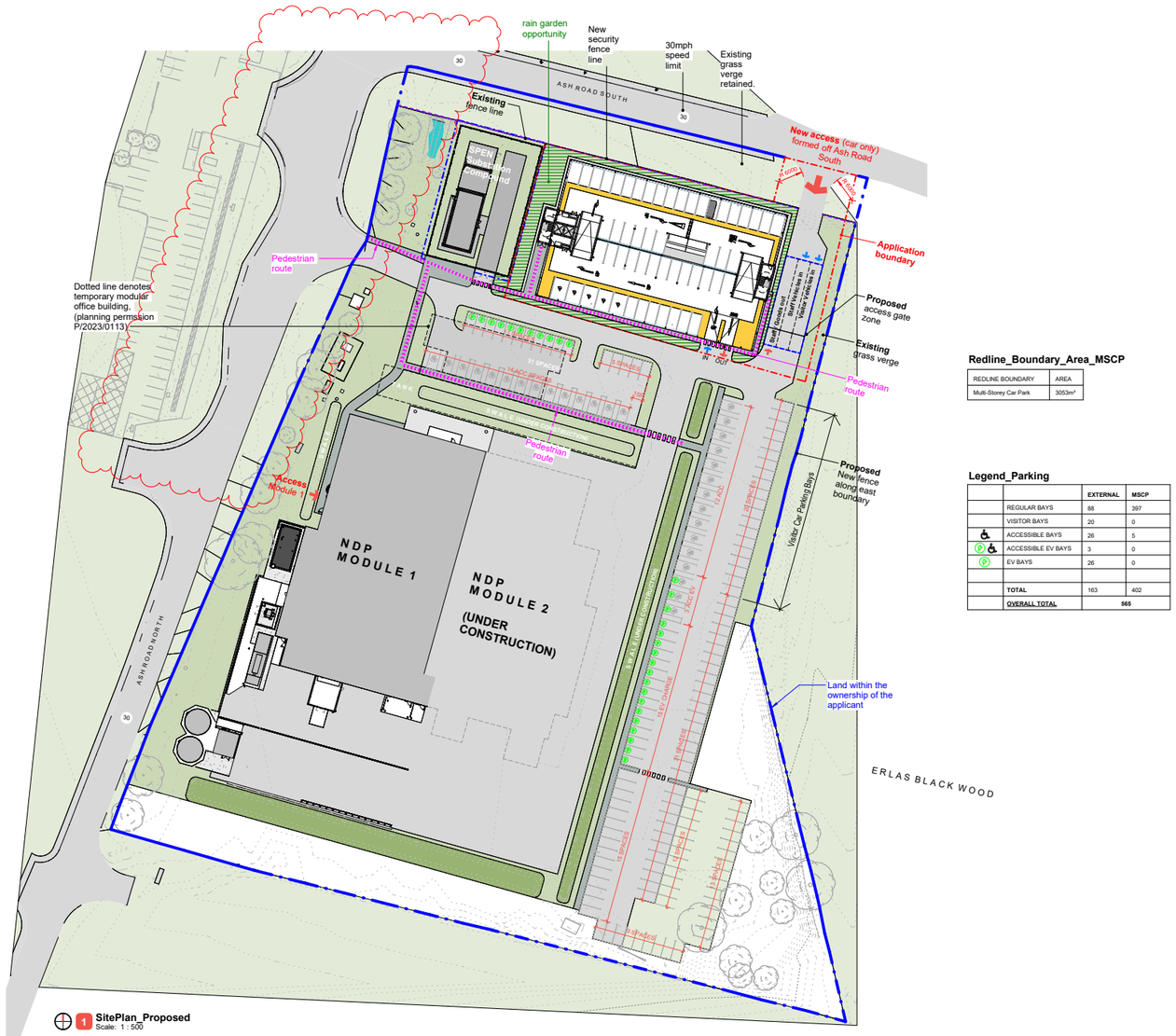
Surface water management is embedded within the design of both the building and surrounding landscape, including:

- Controlled discharge aligned with greenfield run-off rates
- Rain garden and bioretention features
- Source control and on-site storage
- Controlled discharge in line with greenfield run-off rates

**This approach aligns with SAB requirements for:**

- Hydraulic control
- Water quality treatment
- Amenity and biodiversity benefits

Rain gardens and planted features provide both storage and filtration, reducing reliance on below-ground systems while enhancing landscape quality.




**Redline_Boundary_Area_MSCP**

| REDLINE BOUNDARY | AREA |
|---|---|
| Multi-Storey Car Park | 3053m² |

**Legend_Parking**

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

Figure 6: Proposed Site Plan

# **IPSEN EAST CAR PARK:** PROPOSAL ANALYSIS

### 5.2 Green Infrastructure and Biodiversity

The multi-storey form allows new green infrastructure to be introduced where none currently exists, including:

- Native planting within SuDS features
- Structural planting around the building perimeter
- Introduction of habitat features such as bird and bat boxes within the surrounding landscape

Bird and bat boxes will be sensitively located to align with the surrounding ecological context, supporting species known to utilise the wider industrial estate and associated woodland and drainage corridors. The facade of the building is open so will allow

These features will be designed in accordance with best practice guidance, ensuring appropriate orientation, height and avoidance of excessive lighting spill.

Given the existing low ecological baseline, these interventions deliver a clear enhancement in biodiversity and ecological function over the wider site.



Figure 7: Bird and Bat Boxes



Figure 8: Raingardens with attenuation features (Hydroplanter by GreenBlue Urban)

### 5.3 Multi-Functional Benefits

The proposed landscape delivers multiple benefits:

- Drainage: Attenuation and water quality improvement
- Biodiversity: Habitat creation and ecological enhancement
- Amenity: Improved visual quality and user experience
- Climate resilience: Increased capacity to manage rainfall events

This reflects the principles of multi-functional green infrastructure embedded within development.



Figure 9: Existing wildlife area for enhancement

# **IPSEN EAST CAR PARK:** PROPOSED ANALYSIS

### 6.0 Architectural Form

The proposed multi-storey car park introduces a compact and efficient built form within the industrial landscape, consolidating existing surface-level parking into a vertically organised structure.

This approach reduces the extent of ground-level hardstanding and creates opportunities for integrated blue green infrastructure at ground level. The building is conceived not as a standalone object, but as part of a wider environmental system, where drainage, planting and habitat features are embedded around the structure. In doing so, the scheme transforms a functional requirement into a more responsive and adaptable piece of infrastructure.

The facade is not fully enclosed and therefore will allow some further integration with the landscape.

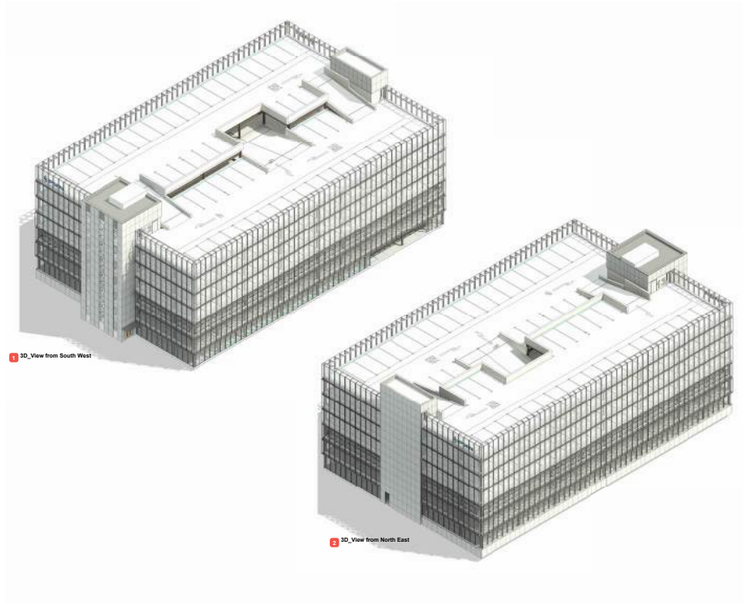



Figure 10: Proposed Axonometerics

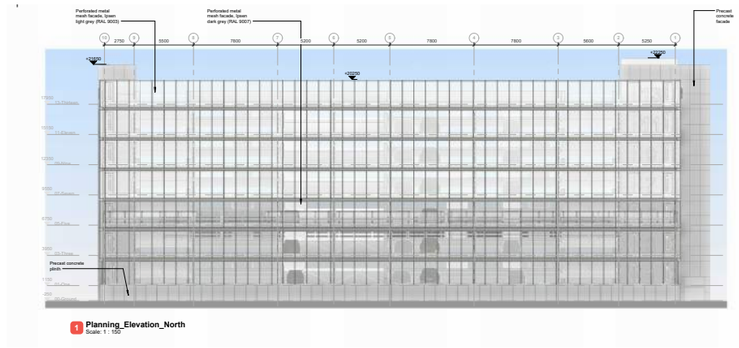



Figure 11: Proposed elevation (North)

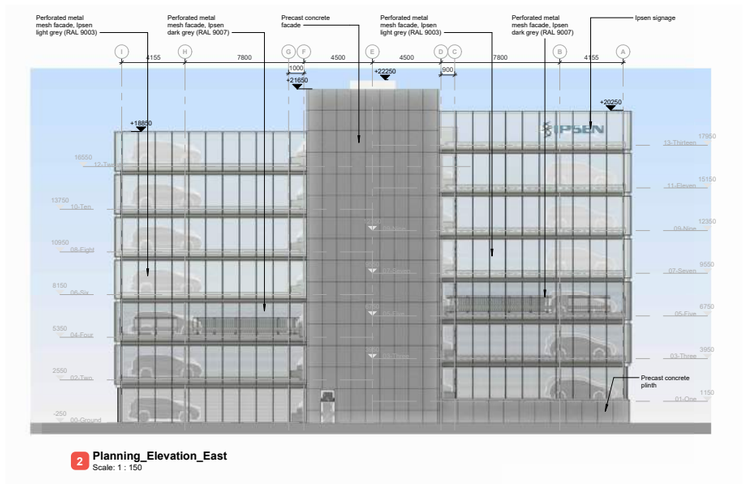



Figure 12: Proposed elevation (East)

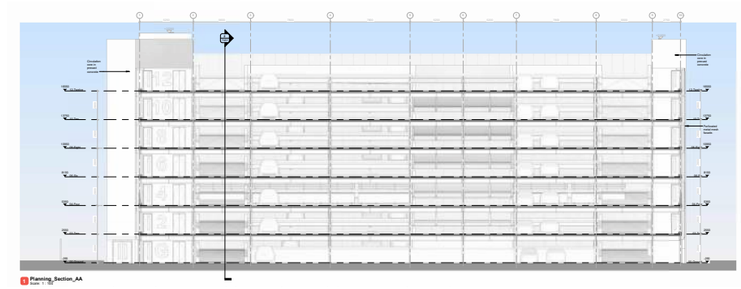



Figure 13: Proposed section (A-A)

# **IPSEN EAST CAR PARK:** PROPOSAL ANALYSIS

### 7.0 Landscape Design

The proposed landscape seeks to retain the existing grassland verge, and enhance this with the addition of wildflower seeding, to increase biodiversity and support pollinators.

The introduction of ornamental raingardens around the perimeter of the new car park will provide habitat for pollinators and invertebrates, and also seasonal colour and structure for the amenity of people working on the industrial estate.

Two bird boxes are proposed on the north-western corner of the car park, to provide nesting opportunities for small birds such as blue tits or great tits.

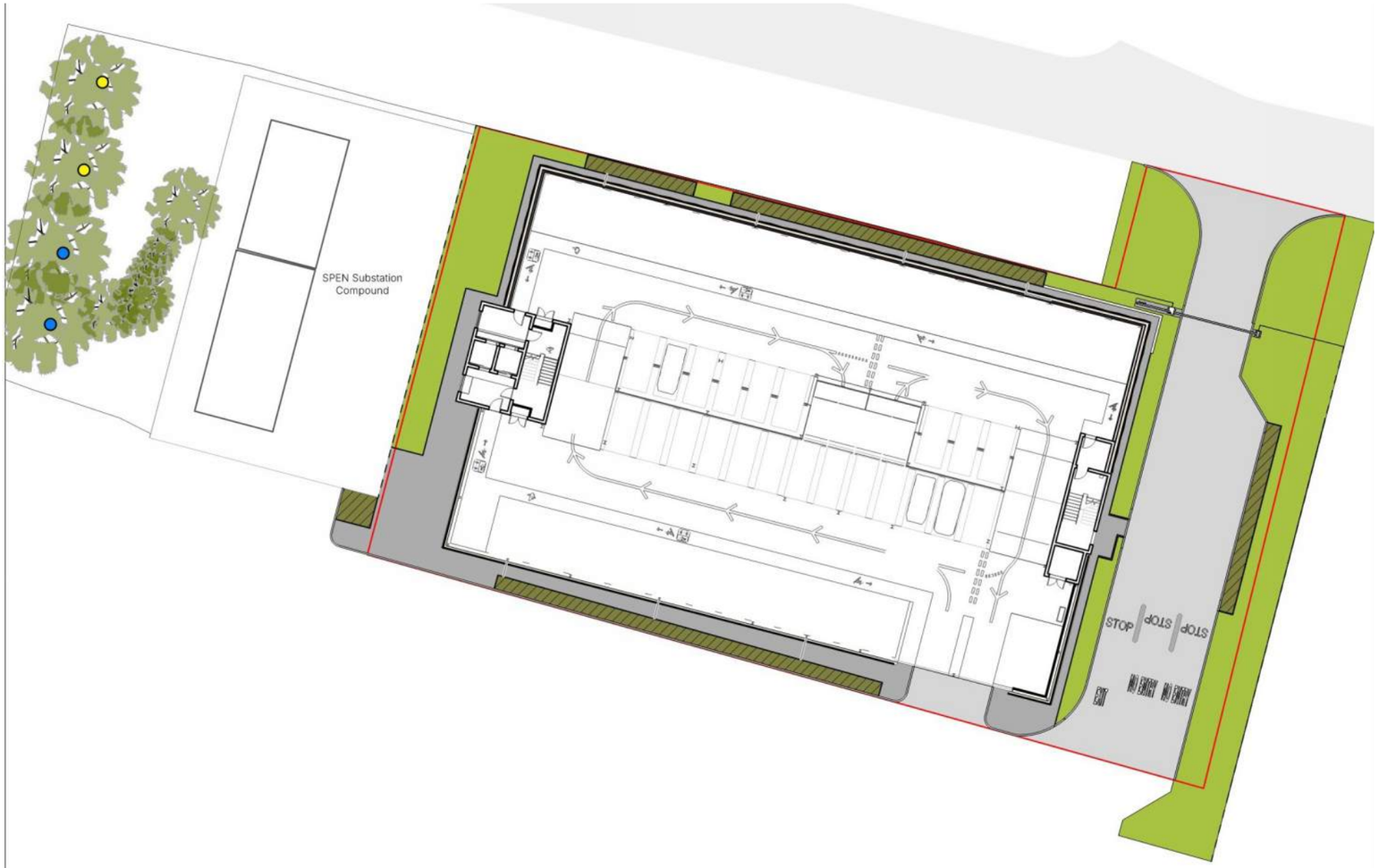



Figure 14: Proposed Landscape Plan

# **IPSEN EAST CAR PARK:** CONCLUSION

### 8.0 Conclusion

The proposed development demonstrates how a predominantly hardstanding site can be reimagined as a multi-functional blue green infrastructure system, following the stepwise approach.

Through the integration of SuDS and planting, the scheme:

- Responds positively to the site's low baseline condition
- Enhances biodiversity and environmental quality
- Meets SAB drainage requirements
- Aligns with national planning policy

The development footprint predominantly comprises an area of existing surface-level car parking and associated hardstanding within Wrexham Industrial Estate. Vegetation on site is limited to small areas of modified grassland, with negligible structural planting or habitat connectivity.

On a local level, proposed habitat provides commuting and stepping stone habitat across the site through provision of wildflower meadow, alongside ornamental drainage features. It is considered that the wider site's functionality to provide foraging and commuting habitat for local fauna will be enhanced as a result of the proposals. Additional nesting habitat is provided through provision of bird and bat boxes within the wider site.

At a more landscape scale, the proposed wildflower meadow and raingardens will strengthen existing connectivity to nearby green corridors, woodland, ponds and brooks, and the wider ecological network.

Generally speaking, new areas of planting and sustainable drainage features provide habitats for wildlife and ecosystem services such as water and air quality and control and carbon sequestration, helping to contribute to climate mitigation and adaptation.



Figure 15: Hydroplanter Raingarden

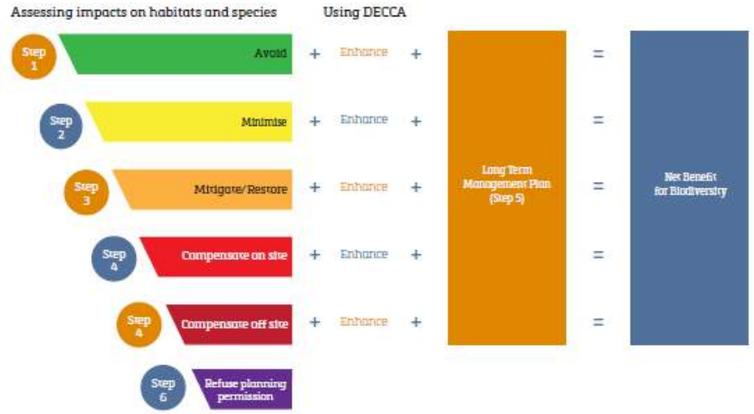



Figure 16: Stepwise Approach



Figure 17: Native species rich wildflower meadow