GREEN INFRASTRUCTURE STATEMENT

Proposed Residential Development

MAYFIELD YARD
TOP ROAD
SUMMERHILL
WREXHAM
LL11 4SR

For



D S Jones & Co.
Architectural & Planning Consultants.

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1.0 INTRODUCTION.

1.1

This Green Infrastructure Statement has been prepared in support of an application for planning permission for the development of up to two new homes on land to the eastern side of Top Road in Summerhill in accordance with the submitted illustrative site layout drawing and other information supplied.

1.2

This statement has been prepared in accordance with Section 6.2.5 of Planning Policy Wales Edition 12 (PPW) and is *"proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal."*

2.0 DESCRIPTION OF THE SITE AND SURROUNDINGS

2.1

The overall application site which includes the whole of the shared parking, turning and servicing area is an irregular shaped parcel of land extending to approximately 0.062 hectares or 0.15 acres. The site slopes gently down from west to east and connects to the existing public highway network to the west by means of a simple junction which provides vehicular and pedestrian access to the site.

2.2

The outbuildings which form part of this application have been used for private commercial purposes for a period in excess of 60 years to the knowledge of the applicant. In recent years, Unit 1 has been used for the parking of small and medium sized commercial vehicles by the applicant in connection with a courier business. The occupier of Mayfield House has utilised the central section of the outbuildings for the parking of one domestic car. Finally, the section of the outbuildings adjacent to Top Road, identified as Unit 2 on the proposed layout plan, has been utilised for many years as a Builder's / Roofer's store which is secure and lockable.

2.3

The application site is located wholly within the settlement boundary Summerhill as defined by the adopted Local Development Plan and comprises previously developed or “Brownfield” land where the principle of residential development is acceptable.

3.0 THE PROPOSAL.

3.1

The application is made in outline with all matters save for access, reserved for later approval. It is proposed to construct up to two new residential dwellings as a pair of semi-detached homes whilst retaining vehicular and pedestrian access to both Mayfield and Mayfield House and providing off road parking for Mayfield House as part of the shared parking and turning area.

3.2

Access to the site will be gained by means of the existing junction to Top Road whilst significant improvements will be made to the southbound visibility sightline by means of the removal of the existing roadside building and replacement with a new dwelling which is to be set back from the edge of the carriageway.

4.0 GREEN INFRASTRUCTURE BASELINE.

4.1

The application site is located within the settlement boundary of Summerhill as defined by the recently adopted Local Development Plan (LDP).

4.2

The existing building is in a relatively poor state of repair and was subject to a Preliminary Roost Assessment undertaken by Enfys Ecology in 2020. This report supported the original application for planning permission under LPA Reference P/2019/0699 and whilst this assessment is technically out of date,

there have been no changes to the building in the interim period of time and therefore no changes to the biodiversity potential of the existing building.

4.3

The Preliminary Roost Assessment referred to above and which forms part of this application for planning permission concluded at that :-

"6.3 During the survey, no bats or evidence of bats was identified in either of the buildings.

*6.4 No potential roosting features were identified in the garage and therefore was found to be of **negligible** suitability for bats.*

*6.5 The workshop had a number of gaps allowing potential access into the building and internally the conditions were suitable for bats. Considering the potential roosting feature identified and the surrounding habitat, thew workshop is of **low** suitability for roosting bats.*

6.6 There was evidence of an old birds nest within the garage."

4.4

There are no designated conservation sites within 1km of the site.

5.0 GREEN INFRASTUCTURE STRATEGY.

5.1

Green Infrastructure (GI) is defined by the Town and Country Planning Association as follows:

"Green infrastructure is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities.

Green infrastructure is not simply an alternative description for conventional open space. It includes parks, open spaces, playing fields, woodlands – and also street trees, allotments, private gardens, green roofs and walls,

sustainable drainage systems (SuDS) and soils. It includes rivers, streams, canals and other water bodies, sometimes called 'blue infrastructure'.

Key features:

The key features of green infrastructure are that it is a network of integrated spaces and features, not just individual elements; and that it is 'multi-functional' – it provides multiple benefits simultaneously.

These can be to:

• support people's mental and physical health

• encourage active travel

• cool urban areas during heat waves

• attract investment

• reduce water run-off during flash flooding

• carbon storage

• provide sustainable drainage

The extent to which green infrastructure provides these benefits depends on how it is designed and maintained, and the maturity and health of the elements (such as trees) that form it."

5.2

The application site lies within a predominantly urban environment with low suitability for commuting and foraging bats and no potential roosting features were detected by Enfys Ecology back in 2020.

5.3

The Enfys Ecology Report did however identify potential for birds to be nesting either on or in the buildings. It therefore recommended that demolition of the buildings following the grant of planning permission be undertaken outside of the bird nesting season – from October to February inclusive.

5.4

There is no habitat within the existing buildings which requires preservation and so modest enhancement would be appropriate and proportionate having regard to the application site's location within a built-up, urban environment. Because there is only limited potential to undertake new soft planting within the application / development site it has determined that the most appropriate method of enhancing green infrastructure as part of the development would be to introduce Bird Boxes to the northern elevation of the new dwellings at high level. Green infrastructure connectivity will be enhanced as a result.

6.0 SUMMARY AND CONCLUSION.

In summary, the addition of Bird Boxes to the south-eastern elevation of the building is seen as an appropriate and proportionate means of enhancing the biodiversity value of the site and improving green infrastructure connectivity with the wider environment.

In consideration of the above and the other information provided as part of the application, officers are respectfully requested to view these proposals favourably and resolve to grant planning permission.

D.S. Jones &Co. April 2024.