

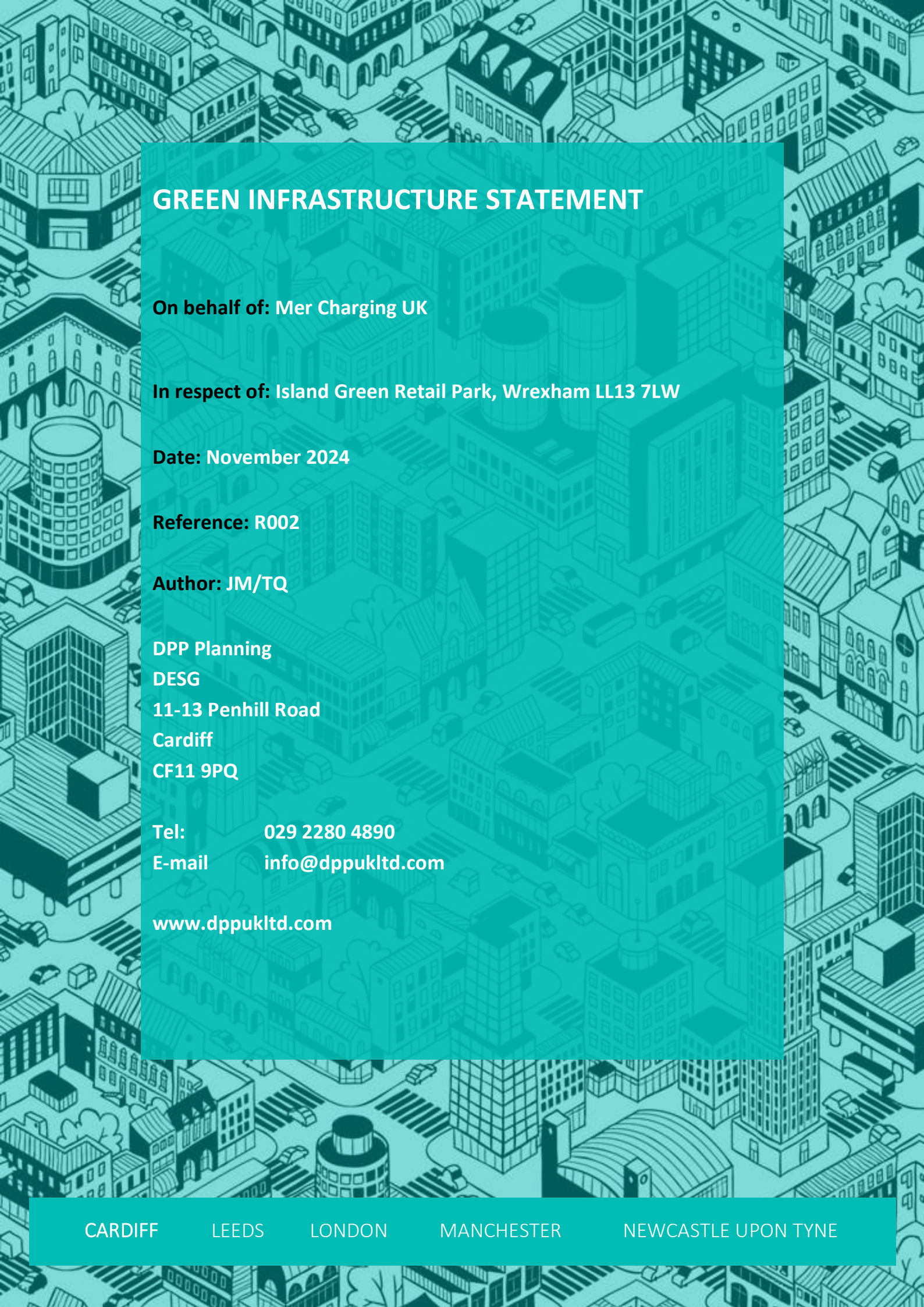


GREEN INFRASTRUCTURE STATEMENT

MER CHARGING UK

ISLAND GREEN RETAIL PARK, WREXHAM LL13 7LW



An isometric illustration of a cityscape with various buildings, streets, and green spaces, rendered in a teal color scheme. The buildings are of different heights and styles, some with multiple stories and windows. The streets are winding, and there are small trees and green areas interspersed among the buildings.

GREEN INFRASTRUCTURE STATEMENT

On behalf of: Mer Charging UK

In respect of: Island Green Retail Park, Wrexham LL13 7LW

Date: November 2024

Reference: R002

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1.0 Introduction

- 1.1 This Green Infrastructure Statement has been prepared by DPP Planning on behalf of Mer Charging UK Ltd., to support a full planning application for the installation of an electric vehicle charging hub at Island Green Retail Park, Wrexham, LL13 7LW.
- 1.2 In line with Paragraph 6.2.12 of Planning Policy Wales (PPW), a green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal.
- 1.3 PPW goes on to say, 'the green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied'.
- 1.4 Further to the above, and in accordance with paragraph 6.4.5 of Planning Policy Wales 12, all developments are required to demonstrate that provision has been made for net biodiversity benefit (NBB).
- 1.5 Specifically, the statement sets out and identifies how the landscape proposals and associated mitigation have been developed to support green infrastructure and ecology within the local context.

2.0 Green Infrastructure and Step-Wise Approach

Step-wise Approach

- 2.1 This section demonstrates how the step-wise approach has been applied for the proposed development, as detailed in Section 6.4.15 of PPW.
- 2.2 The first priority is the **avoidance** of impacts on biodiversity. If avoidance is not possible, adverse impacts to biodiversity must be **minimised**. Then if impacts cannot be avoided or sufficiently minimised then adverse effects to biodiversity must be **mitigated** against, and/or habitats and features for species restored. If these options are not achievable, **compensation** on-Site (4a), or off-Site (4b) if not otherwise feasible, is required. It is also outlined that compensation must always be a last resort.

Baseline position

- 2.3 The car park as a whole is devoid of much greenery, where most planting has died and grassed areas replaced with Astroturf.
- 2.4 In terms of the site itself, the development is situated primarily in an existing car park on already developed that consists of hardstanding. There is also a limited area of approximately 30sqm which comprises ornamental shrub planting and amenity grassland.

Avoid

- 2.5 As alluded to above, the development is primarily situated in an existing car park on already developed that consists of hardstanding. This area does not comprise any green infrastructure or habitat which is of biodiversity value.
- 2.6 It is acknowledged however that a small area of planting will be lost to facilitate the development proposal. Taking into account this loss, actions have been taken to minimise the impact on the site caused by the development.

Minimise

- 2.7 The proposals set out to minimise the impact on the green infrastructure through the siting of the development primarily being located on existing hard standing. The requirement however for the Kem Unit and Feeder Pillar to facilitate ultra rapid charging facilities has dictated that an area of ornamental planting will be lost. This is partly due to the need to provide this ultra-rapid infrastructure in close proximity to the bays. Without this equipment, the delivery of ultra-rapid EV charging will not be possible at the site.
- 2.8 Notwithstanding this, the design of the proposals has been considered such that the loss is minimal.

Mitigate/Restore & Compensate on Site

- 2.9 In order to mitigate the loss of the planting area, it is proposed that two small/medium sized trees will be planted on site. The details of these trees are to be confirmed by way of condition. This will provide an overall net benefit for biodiversity (NBB) when compared with the loss of the existing planting area. As such, it is considered that no further mitigation is necessary.

Summary

- 2.10 It has been demonstrated that the proposal follows the Step-wise approach as outlined within PPW with appropriate mitigation planting proposed to deliver net biodiversity benefits on site. The proposal is therefore deemed to be compliant with the ambitions of PPW 12.

3.0 Conclusion

- 3.1 This Green Infrastructure Statement has been prepared by DPP Planning on behalf of Mer Charging UK Ltd., to support a full planning application for the installation of an electric vehicle charging hub at Island Green Retail Park, Wrexham, LL13 7LW.
- 3.2 It has been demonstrated through this Statement that the proposed development will not have any adverse impact with regards to Green Infrastructure and that a net biodiversity benefit can be achieved on site. As such, the application should be approved without delay.



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