JMS PLANNING & DEVELOPMENT

GREEN INFRASTRUCTURE STATEMENT

IN SUPPORT OF A
PLANNING APPLICATION
FOR THE CHANGE OF USE TO A MIXED A1/A3 USE, INSTALLATION OF PLANT, DISPLAY OF SIGNAGE AND ASSOCIATED WORKS

AT
UNIT 1A,
DOLYDD ROAD,
WREXHAM,
LL13 7TF

January 2026

Client: Greggs PLC
Project: COU to A1/A3
Date: January 2026

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SECTION 1: INTRODUCTION

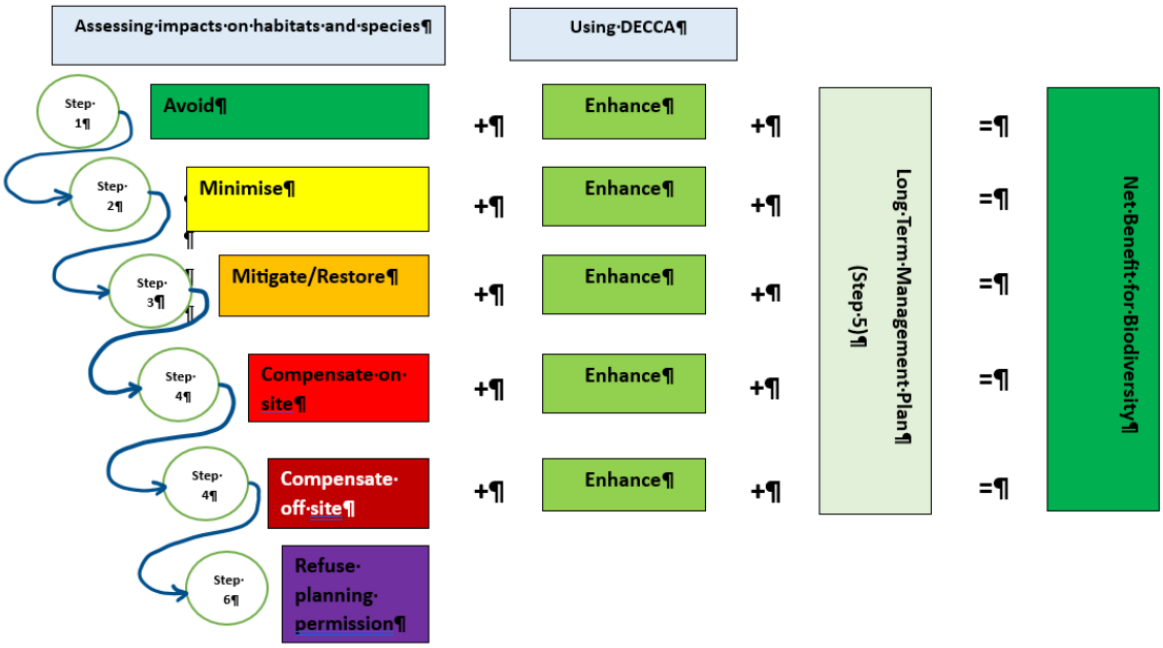
1.1 JMS Planning & Development have been instructed, Greggs PLC, to submit a Green Infrastructure Statement following the amendment to Planning Policy Wales (Ed 12), Chapter 6 (Feb 2024) in support of a full planning application.

1.2 PPW states that Green Infrastructure Statements (GIS) should 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 also states that for minor development this will be a short description and should not be an onerous requirement for applicants, however, the GIS should positive multi-functional outcomes which are appropriate to the site.

1.4 The step-wise approach has been used throughout this assessment.

Figure 1X: Summary of the Step-Wise Approach



The Step-Wise Approach

SECTION 2: SITE AND SURROUNDING AREA

2.1 The application site lies entirely within the defined settlement boundary of Wrexham. The LDP identifies Wrexham as the principal town in the County Borough which plays a pivotal role, not only for the county by the North Wales Region. It is the hub of the local transport network and is where most of the main retailing, employment, leisure and public services are concentrated, for these reasons, Wrexham is most suited to significant additional development

2.2 Wrexham is one of the largest Towns in North Wales and forms part of the National Growth Areas, as identified within Future Wales (The National Plan 2040). Future Wales notes that Wrexham (and Deeside) will be the main focus for growth and investment in the North region, acknowledging that the Wrexham area is the region's main centre of population, employment and services.

2.3 The application site forms part of the former Phoenix Healthcare manufacturing and distribution centre, which comprised of the adjacent units to the application site and in total, measured over 1000 square meters of industrial space. The distribution centre no longer operates and has been vacant for nearly a year.

2.4 The immediate vicinity is characterised by the Phoenix Healthcare industrial buildings, and various buildings associated with Wrexham Hospital, such as the outpatients unit, psychiatric unit, health centre, training centre etc. However, there are also residential properties within the nearby vicinity, namely the dwellings along Dolydd Road.

2.5 In the wider area, there is a diverse range of facilities and services which cater for the needs of the population of Wrexham and further afield, such as Schools, community facilities including a leisure centre, train station, doctor surgery, sports clubs (football, rugby etc) and open spaces. Together, these provisions demonstrate the area's strong level of sustainability and a suitable location for the proposed development.

2.6 The application site is located within Flood Zone 2 of the Flood Map for Planning contained in Technical Advice Note (TAN) 15: Development and Flood Risk

(2021). Further detail is provided within Section 13 and the accompanying Flood Consequence Assessment.

2.7 The application site avoids statutory designations such as SSSI, SPA, SAC, Conservation Areas, and RIGS. There are no known other designations at the site. Whilst it is acknowledged that the former Pheonix Distribution Centre was operating from the application site, the proposed area is not allocated within the LDP as employment land, or for any other use.

SECTION 3: GREEN INFRASTRUCTURE

3.1 Green infrastructure is necessary not just to soften the impact that development has on our natural environment, but to ensure that it contributes a biodiversity net gain that results in an enhancement of the site compared to the pre-development baseline.

3.2 Ensuring that there is a suitable network of green infrastructure is a key concern as not only will it benefit local flora and fauna, but also the people which reside in areas with a larger amounts of green infrastructure as a means of contributing to better health and well-being.

3.3 Green infrastructure must consider the local context and character as taking design cues from local habitat types while also serving local community needs.

3.4 Green infrastructure must deliver public benefits for all both directly and indirectly, including recreational and health and wellbeing benefits.

3.5 The application site is located within the urban settlement of Wrexham. Although, the site does not benefit from areas of high ecological significance, the greatest benefit of the site is its location in terms of sustainability.

3.6 The site is suitably located within the settlement boundary and close to the town centre, which benefits a wide range of services and facilities, which are easily accessible via public transport methods, or active travel methods, limiting the requirement for the use of private cars.

3.7 A network of bus service routes link the application site to the town centre and wider services such as the Traws Cymru service offer destinations outside the County. The site also benefits proximity to Wrexham Central train station, located only 360 meters to the East of the site.

3.9 Should the need for private car arise, there are ample opportunities for car parking facilities are within close proximity to the North of the site, and public car parks, such as Island Green Retail Park, and the nearby Morrisons retail store, which is linked via an active travel route.

3.10 The immediate surrounding area of the site benefits a large pedestrianised area, and much of the surrounding area is also well situated for pedestrians with well-maintained walkways and pavements.

3.11 As highlighted within the Planning Statement, the applicants are committed to improving the overall well-being and health of the community and the environment via a range of schemes they currently promote and offer.

SECTION 4: BIODIVERSITY NET BENEFIT

4.1 The annexe to the letter by the Chief Planning Officer dated 11th October 2023 explains that:

> "Biodiversity underpins the structure and functioning of ecosystems. It is the diversity of living organisms whether at the genetic, species, habitat or ecosystem level. An ecosystem is made up of living organisms, plants, animals and micro-organisms, in conjunction with their non-living environment, air, water, minerals and soil, and all the diverse and complex interactions that take place between them."

4.2 **Extent:** The application site is limited to little ecological value, as no trees, hedgerows, etc are located on the site, therefore, it is unlikely to provide suitable habitats for species within the immediate vicinity. There are some decorative shrubs within the site and sporadic trees within the vicinity, for example, located along the boundary to the East of the site, following the existing active travel route, however, these are not part of the application demise and will be retained.

4.3 **Condition:** The site is typical of urban town character and was formerly used as a distribution centre. However, as previously alluded, the site is devoid of any types of vegetation. In light of no vegetation at the site and the unlikely presence of protected species at the site, a PEA was not undertaken.

4.3.1 **Connectivity:** Opportunities will arise for the development to enhance green infrastructure, however, given the location, scale and ownership of development, promoting active travel and public transport services are considered the best approach for connectivity. As the applicant is not the landowner of the site, the inclusion of fixed implements may be difficult e.g, However, the provision of bird and bat boxes can be accommodated. The retention and enhancement of the existing shrubs to the North of the site provide little value but do soften the landscape and approach to the site.

4.4 **Adaptation:** Sustaining the proper management of the site by securing the green infrastructure already present at the site and promoting sustainable methods of transport and access to the site, in an attempt to adapt to how people access facilities and services.

SECTION 5: PROTECTION OF SITES OF SPECIAL SCIENTIFIC INTEREST

5.1 The site does not form part of land within a Site of Special Scientific Interest.

SECTION 6: TREES AND WOODLANDS

6.1 The annexe to the letter by the Chief Planning Officer dated 11th October 2023 explains that:

> "Trees, hedgerows, groups of trees and areas of woodland are of great importance for biodiversity. They are important connecting habitats for resilient ecological networks and make an essential wider contribution to landscape character, culture, heritage and sense of place, air quality, recreation and local climate moderation. They also play a vital role in tackling the climate emergency by locking up carbon, and can provide shade, shelter and foraging opportunities, wider landscape benefits such as air and diffuse pollution interception, natural flood management, and building materials. The importance of trees, in particular urban trees, in creating distinctive and natural places which deliver health and well-being benefits to communities, now and in the future should be promoted as part of plan making and decision taking. Planning authorities must promote the planting of new trees, hedgerows, groups of trees and areas of woodland as part of new development."

6.2 There are no trees currently at the application site. Therefore, there will be no impact on trees or hedgerows due to the urban environment.

SECTION 7: CONCLUSION

7.1 To conclude, the development of the application site will not result in damage or a negative impact on biodiversity or on the function of existing ecosystems, in accordance with Step 1 and 2 of the 'Step-Wise' approach. The site is located on land with little or no ecological value with any vegetation and shrubbery located at the site to be retained.

7.2 The provision of bird and bat boxes can be installed to the rear of the building and secured by way of suitably worded condition.

7.3 The application site is located within a sustainable location and the site benefits from an extensive range of public transport services and active travel methods to access the site, which provides both social and environmental benefits.

7.4 The proposed enhancements are considered to be commensurate with the size and scale of the development in accordance with Planning Policy Wales.