



Green Infrastructure Statement

Newport Retail Park (EVN1730)

Installation of Electric Vehicle (EV) Charging Facilities within the existing car park.

Revision A | March 2026

1 INTRODUCTION

This Green Infrastructure Statement has been prepared to support planning application for the installation of Electric Vehicle (EV) Charging Facilities within the existing car park of the Newport Retail Park (Seven Stiles Avenue, Newport, NP19 4QQ).

The application seeks the installation of 5no. Ultra-Rapid EV Chargers to serve 10no. charging bays, and associated equipment cabinets, within the existing car park area of the retail park.

This Green Infrastructure Statement addresses the requirements of Planning Policy Wales Edition 12 (PPW12) in relation to green infrastructure and net benefits for biodiversity.

2 SITE BACKGROUND

The application site relates to part of an existing shared car park area for the wider Newport Retail Park, located to the west of a Cinema (Newport Cineworld) and approximately 50m to the east of a Drive-Thru coffee Shop (Starbucks) within the retail park.

The retail park is bordered by Queensway Meadows (A4810) to the south and the surrounding area is predominately mixed commercial/light-industrial in nature.

Approximately 80m to the east of the application site lies the Queensway Meadow SINC which includes a wide belt (approximately 80m) of densely vegetated green space and forms a landscape buffer, separating the retail park from the large residential and mixed use community development of Glan Llyn.

3 PROPOSED DEVELOPMENT

The proposed development would reconfigure the existing car park layout to in order to provide 10 active EV charging bays, of which 2 bays would be fully accessible PAS 1899:2022 compliant bays.

The proposed installation would therefore provide key EV infrastructure for visitors to the existing car park in this location.

Associated equipment required for the installation include a substation structure required to secure connection from the local grid, and an equipment cabinet (feeder pillar) to contain the required metering and safety equipment for the chargers.

This equipment would also be appropriately contained within the existing car park hardstanding area, with no incursions into any landscape amenity areas within the wider retail park site. The proposal would therefore not impact any nearby mature trees or shrubbery and the small-scale nature and design of the development would not impact any local protected ecological sites over and above the current use of the site.

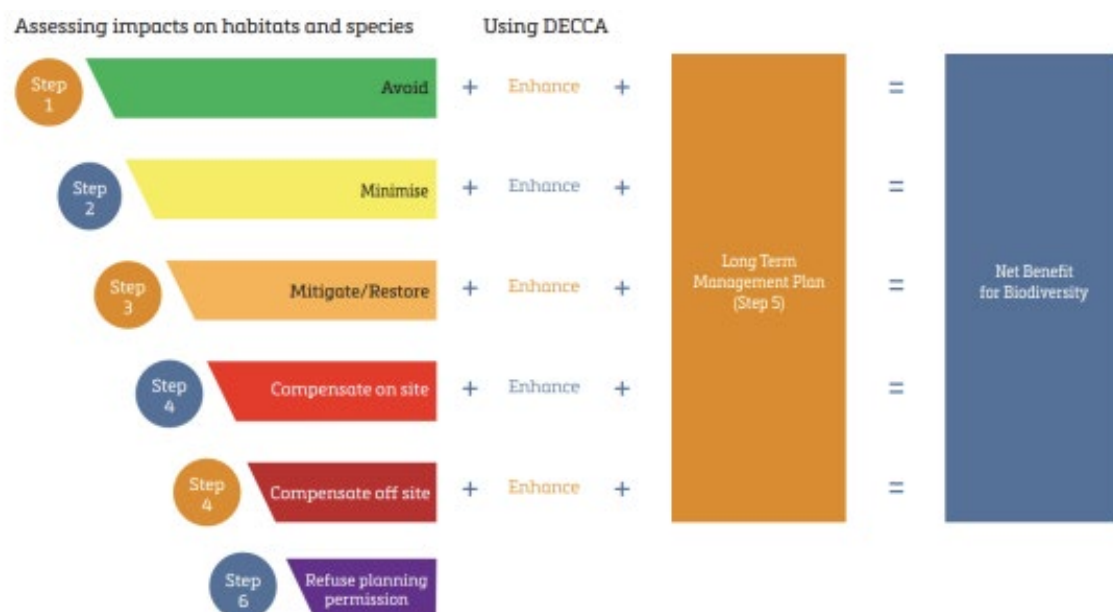
Desk-based reviews confirm the site holds no statutory designations for nature conservation, although it is acknowledged that the Gwent Levels – Nash and Goldcliff SSSI can be found approximately 300m to the southeast and the Queensway Meadow SINC is located approximately 80m to the east of the site.

4 POLICY CONTEXT

Planning Policy Wales Edition 12 (PPW12) published in February 2024, defines Green Infrastructure (GI) as: “...the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places.”

Paragraph 6.2.12 of PPW12 states that ‘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. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. 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.’

Paragraph 6.4.12 of PPW12 outlines that ‘Having worked iteratively, in line with Figure 12, through the stages of the step-wise approach...and providing evidence in the Green Infrastructure Statement that the step-wise approach has been followed, a scheme of enhancements must be provided to ensure a net benefit for biodiversity. Where biodiversity enhancement proportionate to the scale and nature of the development is not proposed as part of an application, significant weight will be given to its absence, and unless other significant material considerations indicate otherwise, it will be necessary to refuse permission.’



Extract of Figure 12 (Summary of the Step-Wise Approach) of the Planning Policy Wales Edition 12 (page 148)

Paragraph 6.4.16 of PPW12 focuses on the net benefits for biodiversity and states ‘All development must deliver a net benefit for biodiversity and ecosystem resilience from the baseline state (proportionate to the scale and nature of the development proposed). Even if the biodiversity value has been maintained, there must still be a proactive process to look for and secure enhancement through the design and implementation of the development.’

5 STEP-WISE APPROACH

The following measures have been taken on the site, in compliance with the Step-Wise Approach as set out in the PPW12.

5.1 STEP 1– AVOIDANCE

A core design principle of the proposed development has been to avoid any damage to local green infrastructure and biodiversity.

The existing application site area comprises of hardstanding and does not support any existing habitats, and the land is considered to be devoid of any existing ecological value. Therefore, the proposed development has been designed to remain predominately within this existing sealed car parked surface.

The nature of the proposed charging use of the site would not materially alter the core use of the site for vehicle parking and therefore would not result in significant change in the nature and type of activities carried out on site. Access to the site would also remain as existing.

Proposed underground cable routes would remain below the existing car park area and avoid the root areas of any nearby amenity planting.

As such, the proposed development would avoid existing green infrastructure and would not damage any important local habitats and biodiversity.

5.2 STEP 2 – MINIMISATION MEASURES

As outlined above, the core approach taken has been to avoid any areas of the property which would result in harm to local green infrastructure.

In line with this, the footprint of the proposed development has been contained and would remain within existing developed land area.

With access requirements remaining as existing, any construction and installation works would be in accordance with best practice measures to suitably prevent and limit instances of harm to the surrounding soft landscaping (amenity grass patches, shrubbery and trees) that currently border the car park site.

Downlighting of an appropriate temperature and contained light spill would be installed, which would limit harm to any local habitats and wildlife in the area. Further

detail of the proposed lighting strategy has been provided as part of the submitted application documents.

5.3 STEP 3 – MITIGATION/RESTORATION MEASURES

As set out above, the proposed development would remain on previously developed land with limited existing ecological value and would therefore not adversely impact any existing on-site or adjacent habitats.

Given there would be no net loss or harm to existing green infrastructure, no direct mitigation or restoration measures are proposed.

STEP S 4,5&6 – ON/OFF-SITE COMPENSATIONS AND PLANNING DECISION

As there will be no adverse impacts requiring mitigation, it is considered that Steps 4 and 5 of the Step Wise Approach which require additional compensations do not require further consideration.

Consequently, Step 6 which requires the Local Planning Authority to refuse and application which do not meet the requirements of this approach would also not be relevant in this instance.

6 CONCLUSION

Overall, the development proposal will not result in any loss or damage to existing local biodiversity within or adjacent to the site.

This statement clearly demonstrates that the proposal follows the Step Wise approach and would therefore remain in accordance with PPW12.