plande

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Planning Statement

Erection of Coffee Shop with Drive Thru Facility and associated access, landscaping and servicing

Land at Border Retail Park, Holt Road, Wrexham, LL13 8NG.

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1. INTRODUCTION

1.1 Planning permission is sought for a proposed new freestanding coffee shop with a drive thru facility within an existing car park area at Border Retail Park, Holt Road, Wrexham, LL13 8NG. The description of development is as follows: *Erection of Coffee Shop with Drive Thru Facility and associated access, landscaping and servicing.*

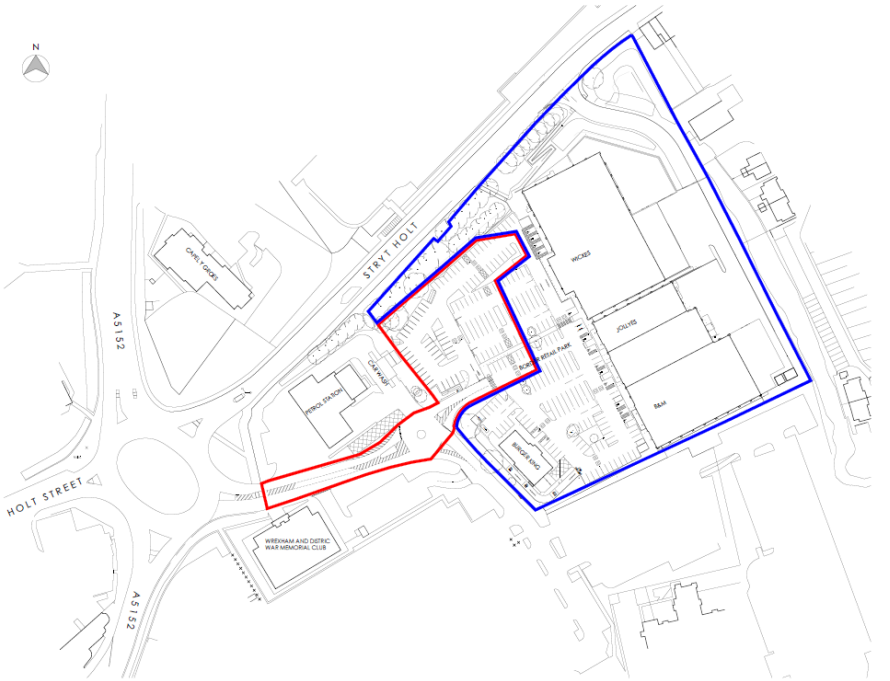


Figure 1: Location Plan

1.2 The proposed development is located within an existing Retail Park, the site lies adjacent and to the south of Stryt Holt (A534).

1.3 The land subject of this application is an unused area of car parking, the Retail Park benefits from an excess and has largely underused car parking facilities.

1.4 The use of the proposed site for a drive thru would provide a facility where the operator has identified a need and is considered a sustainable and economical brownfield site resulting in a series of planning benefits.

1.5 This planning statement seeks to provide an overall summary of the existing site and surroundings; the relevant planning history of the site, and to provide justification for the proposed works, in the context of the local surroundings, in order to support Wrexham County Borough Council in the determination of this proposal and demonstrate that the proposed works comply with the policies of relevance within the Local Plan. The report is structured in the following format:

- Section 2: Site & Surroundings
- Section 3: Planning History
- Section 4: The Proposal
- Section 5: Planning Policy Framework
- Section 6: Scheme Assessment
- Section 7: Conclusion

1.6 This statement has been prepared for the exclusive use of the applicant as part of their planning application and in accordance with the agreed scope of the project. The document may not be reproduced in whole or in part, without the prior written consent of Plande. The copyright in this document (including its electronic form) shall remain vested in Plande. Plande will not be liable for the contents or use of this document by any person for any purpose.

2. SITE & SURROUNDINGS

2.1 The site sits on the southern side of Stryt Holt Road (A534), Wrexham, and within the Border Retail Park.

2.2 The proposed Coffee Shop and drive thru facility would be located on a predominantly brownfield site and within an area currently in use as a car park.

2.3 Access to the retail park is via a roundabout which provides direct access onto the A5152 which is the A road which runs around Wrexham City Centre. This roundabout also provides direct access to other retail parks within the immediate vicinity of the site, including but not limited to Tesco, Home Bargains and Eagles Meadow Shopping Centre.



Figure 2: Existing Site

2.4 The topography of the site is flat and is made up of hardstanding with periphery planting of grassland boarder, shrubs and trees.

2.5 The site is bound to the north by Stryt Holt Road, to the east by the majority of the car parking facilities and retail units, to the south by the access road and Burger King and to the west by Tesco Petrol Station.

2.6 The immediate and surrounding area is characterised by large, modern retail, commercial and leisure facilities and the area comprises a series of roads linking either retail parks or car parks with access to High Street Shops and shopping centres. There are three large supermarkets within the immediate vicinity with residential dwellings being located beyond these, to the north and east of the site, making the site highly accessible for a number of residents by foot and cycle.

2.7 The site is located approximately 800m to the east of Wexham City Centre, approximately 5km south of Gresford and approximately 4km to the north of Marchwiel.

2.8 The site is well connected and benefits from a good level of sustainable local transportation links and connections. The site is located adjacent to two bus stops, which provide direct bus routes to Wrexham City Centre, The Dunks, Chester and Borras. There are further bus stops adjacent to Tesco to the south of the site which provide routes to Bryn Offa, Whitchurch, Caego and Llay. The nearest train station is Wrexham Central, located a 1.2km walk to the west of the site, which provides direct trains to Bidston from Platform 1.

2.9 The site is located with direct access onto the A5152, A525 and A534 which provide access to the wider network of A roads within the vicinity, connecting to the A483 and A5156 which provide strategic links north, south and east to Chester, Nantwich, Crewe and Oswestry.



Figure 3: Existing site from within existing car park

2.10 The site falls within Flood Zone A, considered to be at little or no risk of fluvial or coastal/tidal flooding.

2.11 The site is not located within a Conservation Area and there are no listed buildings located on or within close proximity to the site.

PLANNING HISTORY

3.1 The planning history for the site has been researched and the site has not been the subject of any recent planning applications.

4. THE PROPOSAL

4.1 The application is seeking permission for the erection of a new freestanding coffee shop with drive thru facility measuring 1800 sq ft GIA on an established site, the proposal if for: *Coffee Shop with Drive Thru Facility and associated access, landscaping and servicing.*

PROPOSED OPERATION AND USE

4.2 It is proposed that the new unit would predominantly sell hot and cold drinks, and cold food. The only hot food which would be sold are Paninis or a small range of baked or re-heated products on site, which are ancillary to the main body of sales.

4.3 The applicant has established a general need within the area, which has been identified by retailers who are looking for these types of retail units, with the associated and required infrastructure to facilitate its successful operation such as car parking and access.

4.4 It is anticipated that the unit would provide for 15 full/part time jobs with flexible shift patterns, which is equivalent of 8 full time jobs.

4.5 The proposed operating hours for the unit are 05:00 – 23:00, 7 days a week. Staff would arrive in the store 30 minutes prior to opening and remain 30 minutes after closure, for set up and cleaning time.

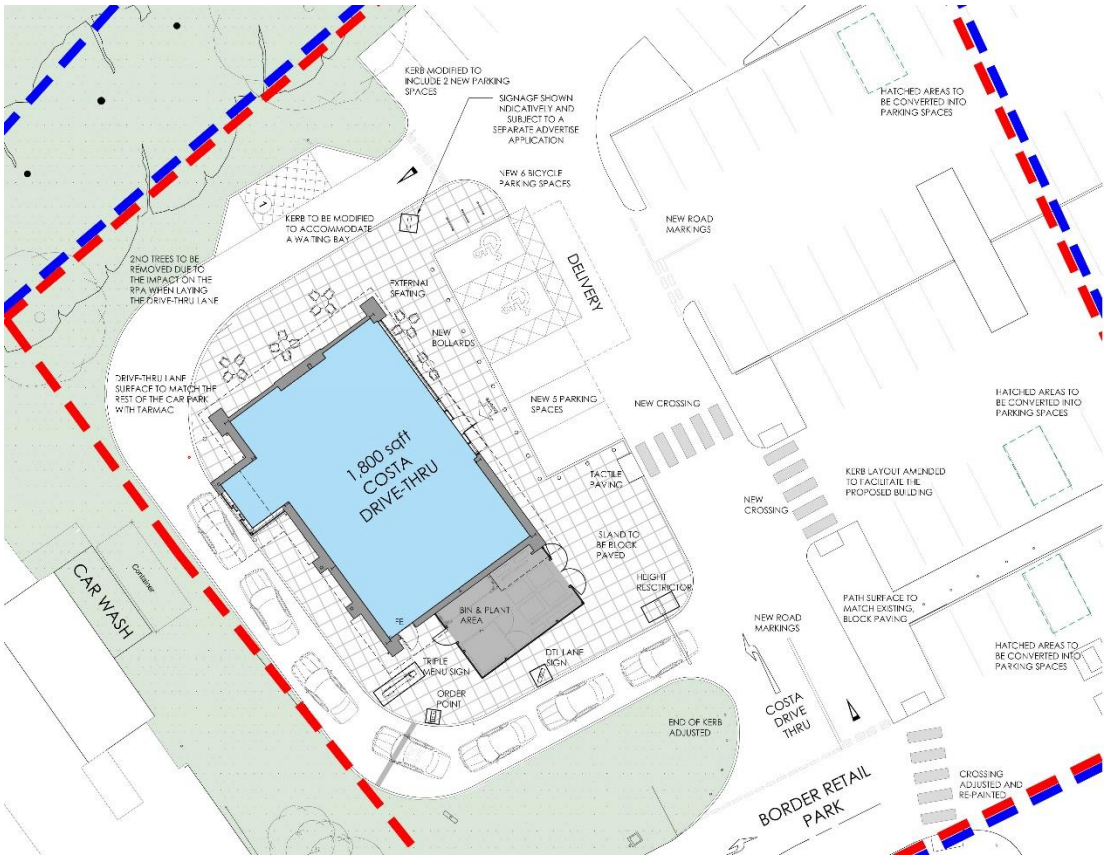


Figure 4: Proposed Site Plan

SITING & DEVELOPMENT

4.6 The proposed unit would be located in the corner of an existing retail park, in an area currently used as car parking. The unit would be located in a similar position as the adjacent Burger King unit, which is largely similar in shape, design and function, which also features a drive thru.

4.7 The existing grass verge located to the left as you enter the retail park from the mini roundabout would remain, providing separation from vehicles entering and existing the unit.

4.8 The unit has been positioned as discreetly as possible, in the corner and edge of the retail unit as to not impact the current operation of the existing retail unit. The position and siting also ensure adequate room for vehicles to enter and leave the existing car park without the need to redesign the entrance.

4.9 The proposed unit would occupy a small area which is currently designated as parking however there is considered to be sufficient enough parking within the existing retail unit to accommodate the current and future needs.

SCALE & HEIGHT

4.10 The proposed scale and height of the proposed unit has been designed having regard to its setting and surrounding area, the new retail unit would approximately be the same height as the nearby single storey Burger King unit to the south east.

4.11 The proposed new unit would be 1,800 sqft.

MATERIALS & DETAIL

4.12 The proposed unit seeks to be complimentary to the nearby retail units within Border Retail Park. The proposed unit would be single storey, with a sloped roof.



01 PROPOSED WEST ELEVATION
1:100



02 PROPOSED NORTH ELEVATION
1:100

Figure 5: Proposed Unit North & West Elevations

4.13 The proposed unit fascia's and soffits are proposed to be aluminium cladding coloured Anthracite Grey RAL 7016.

4.14 British western red cedar profile with 15mm spacing cladding is proposed, with cladding pattern to run vertical in all areas.

4.15 The proposed louvres would be finished in RAL 9010.

4.16 It is proposed the bricks would be Staffordshire smooth blue brick with light grey mortar.

4.17 Through coloured render is proposed in White, Ral 9010 and Red Pantone 209C.

4.18 The glazing units would be Anthracite grey RAL 7016.

4.19 The roof will be finished in single ply membrane, colour Anthracite Grey RAL 7016.



01 PROPOSED SOUTH ELEVATION
1:100



02 PROPOSED EAST ELEVATION
1:100

Figure 6: Proposed Unit South & East Elevations

CHARACTER

4.20 The surrounding area is characterised by retail buildings of similar detail. The proposed development is in keeping with the local townscape and would have no impact upon the character and appearance of the local area.

VEHICULAR & PEDESTRIAN ACCESS AND MOVEMENT

4.21 The existing vehicular and pedestrian access to Border Retail Park would remain the same.

4.22 Access to the proposed unit would be level, step free and accessible to all. The proposed unit would comply with Part M requirements.

PARKING

4.23 The proposal would result in the net loss of 31 car parking spaces. However, this is considered acceptable based on TRICS data of arrivals and departures of vehicles to the site.

4.24 221 car parking spaces would remain which is considered sufficient parking capacity for the additional patrons of the proposed retail unit.

4.25 A full appraisal of the parking and highways issues can be found in the Transport Statement prepared by Prime Transport Planning.

LANDSCAPING

4.26 As with the existing arrangement, any opportunity for landscaping would be located on the periphery of the site and would compliment the proposed development.

4.27 It is anticipated that 2no trees will be removed to allow construction of the drive-thru lane. 6no new trees will be planted to replace those lost. This equates to a 3:1 ratio to assist in compliance with the required Net Biodiversity Benefit (NBB) and to increase tree canopy cover in accordance with the objectives specified within WCBC Tree & Woodland Strategy.

4.28 An Arboricultural Report, Impact Assessment and Method Statement has been prepared by Ecus which details the potential arboricultural impacts of the development on the site and offers a range of protection measures and construction methodologies which should be adopted.

DELIVERIES & WASTE

4.29 The below table sets out the frequency and duration of regular deliveries to the unit:

Delivery Type	Frequency	Duration
Food	3 times per week	20 minutes
Milk	5 times per week	20 minutes
Consumables	1 time per two weeks	30 minutes

4.30 The deliveries would take place in a mix of vehicles and non-perishable goods are typically delivered by an 18t rigid vehicle. A full HGV is not required to service the unit.



Figure 7: Fleet of small rigid vehicles

4.31 It is anticipated milk deliveries would take place in a 3.5T van.

4.32 Veolia waste trucks would remove waste from the site typically once or twice a week, plus the collection of recycling twice per week. Veolia make use of a 26T vehicle.

4.33 The benefit of using smaller vehicles is that no upgrades works would be required to any access ways to undertake the required servicing.

NOISE & EXTRACT FACILITIES

4.34 It is not anticipated the proposed development would have an adverse impact to any nearby sensitive receptor in relation to operational noise.

4.35 The applicant would sell hot and cold drinks for consumption on and off the premises, along with sandwiches, other cold food and confectionary. There are no primary cooking facilities on site nor would any cooking take place and therefore the operation does not include any hot food production for either eat in or takeaway.

4.36 There would be a small element of sales which involve the heating through and toasting of paninis and toasted sandwiches. There are made off site and heated through on a Merrychef microwave oven.

4.37 The proposed operation generates no cooking odour or smoke and there is no requirement for specialist kitchen extraction, de-greasing or de-odourising equipment.

4.38 Any plant provided on site would be limited to air conditioning units.

5. PLANNING POLICY FRAMEWORK

DEVELOPMENT PLAN

5.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, this application should be determined in accordance with the relevant Development Plan policies unless material considerations indicate otherwise.

5.2 Applications that are not in accordance with relevant policies in the plan should not be allowed unless material considerations justify the grant of planning permission. Material considerations include Planning Policy Wales, Edition 11 and the associated Technical Advice Notes (TANs). The relevant planning policy context at national and local level, of relevance to the determination of this application is set out below.

5.3 The Wrexham Local Development Plan 2013-2028 was formally adopted on 20th December 2023, therefore it is suggested that this document is now the relevant local plan. Identification of, and an account of the key planning policies that will most directly determine the acceptability of the scheme proposals are set out below.

WREXHAM LOCAL DEVELOPMENT PLAN 2013-2028

SP2	Location of Development
SP7	Wrexham City
SP8	Economic Growth, Employment and Enterprise
SP11	Transport and Accessibility
SP12	Design Principles & Masterplanning Framework
NE3	Trees, Woodlands and Hedgerows
DM1	Development Management Considerations
R1	Retail, Leisure and Commercial Centre Hierarchy
R2	Development within the Wrexham City Centre Masterplan Area
T1	Managing Transport Impacts
T2	Active Travel

5.4 The Planning (Wales) Act 2015 amended Section 70 of the Town and Country Planning Act 1990 to state that Local Authorities should also have regard to the use of the Welsh language, so far as material to the application.

NATIONAL PLANNING POLICY

5.5 Planning Policy Wales (PPW) Edition 11, (2021);

- Technical Advice Note (TAN) 4 Retail and Commercial Development;
- Technical Advice Note (TAN) 12 Design;
- Technical Advice Note (TAN) 18 Transport;
- Technical Advice Note (TAN) 20 Planning and the Welsh Language; and
- Technical Advice Note (TAN) 23 Economic Development.

6. SCHEME ASSESSMENT

6.1 The following section will consider the compliance of the proposal with the Development Plan policies and material considerations for a new freestanding coffee shop with a drive thru facility within an existing car park area at Border Retail Park. It provides an analysis of the main planning matters.

PRINCIPLE OF PROPOSED DEVELOPMENT

6.2 As set out in Planning Policy Wales, Sustainable development is defined as meaning the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals and that acting in accordance with sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

6.3 The site is considered appropriate for employment development and has a significant precedent for this when you take into consideration the nearby units in operation. The proposed unit would facilitate local job creation both through the construction and life cycle phases, complying with policy R2 of the Wrexham Local Plan.

6.4 The proposal is considered to demonstrate excellent sustainable development credentials which satisfies national planning policy, it would contribute to providing local facilities, for local communities, contributing to the promotion of economic, social and environmental objectives of the area, wholly compliant with Policy DM1 of the Wrexham Local Plan.

ECONOMY & LOCATION

6.5 The application site is located within an existing Retail Park in an area characterised by similar sorts of development. The proposal is considered to protect and contribute to enhancing the vitality and viability of the immediate area and environment quality, providing a mix of commercial uses. The proposed retail unit is considered appropriate for its setting and location, according with policy SP7 of the Wrexham Local Plan.

6.6 The proposal would utilise an existing underused piece of land and has been designed carefully as to integrate well into the existing environment, in compliance with policy R2 of the Wrexham Local Plan.

6.7 The site provides an ideal location for further economic growth which would facilitate a flourishing economy.

DESIGN

6.8 The proposed retail unit has been designed having regard to the site conditions, shape and environment. It is considered to optimise the site orientation and shape and forms part of an existing retail park with other buildings of similar character, appearance and design.

6.9 The proposed retail unit is considered to be a high-quality design that fully takes into account the context in which is it located and continues to create an attractive and sustainable place.

6.10 The scale, design and layout takes design queues from the nearby Burger King which also benefits from a drive thru facility and it is considered that the proposal makes a positive contribution to the appearance of the locality. The proposal is considered to accord with policies R2, SP7 and DM1 of the Wrexham Local Plan.

TRANSPORT

6.11 A full Transport Statement has been prepared by Prime Transport Planning, which considers the highway and transportation implications associated with the application.

6.12 The Transport Statement concludes that the development would not result in any highway safety concerns, that the loss of car parking spaces would still meet the needs of the proposed development and those of other existing tenants at the Border Retail Park, and that the site is accessible by sustainable modes of transport.

6.13 The proposed unit is located in an area, which is already established as having excellent infrastructure provision which contains sufficient capacity to accommodate the proposal. The site has convenient access to public transport facilities and is well related to pedestrian and cycle routes, in accordance with policy T1of the Wrexham Local Plan.

PARKING

6.14 In accordance with Policy T1 of the Wrexham Local Plan, sufficient parking provision for all modes of transport is provided.

DRAINAGE

6.15 There are no proposed changes to the drainage within the site. The proposal will utilise the existing drainage mechanisms and would not result in increased or unacceptable levels of additional surface run-off. It is therefore considered that the development would not increase the flood risk to adjacent land or property or surface run off and complies with Policy DM1 of the Wrexham Local Plan.

6.16 A Water Quality Nutrient Statement has been prepared by Vale Consultancy, along with a full drainage strategy carried out by Brian Clancy Higby Partnership, which considers the full drainage implications associated with the application.

WELSH LANGUAGE

6.17 TAN 20 outlines that requirements surrounding the Welsh language and culture.

6.18 It is noted that the Welsh language is part of the social and cultural fabric of Wales and is spoken by circa 20% of the population and that the Welsh language plays an important role in the social, cultural and economic life of the area.

6.19 The applicant is committed to supporting the Welsh language and creating a sustainable development which would promote, protect and strengthen communities that are important and providing the social context to ensure the Welsh language is used as part of the normal fabric of society and this development, and the detail of material things such as signage is welcomed via condition.

6.20 In general terms, the proposed development is not considered to be detrimental or have an adverse impact on the Welsh language within this context and it would be sustainable in all respects.

7. CONCLUSION

7.1 The proposed development comprises the erection of a new freestanding coffee shop with a drive thru facility, within an existing retail park at Border Retail Park, which is considered an appropriate and sustainable location for economic development.

7.2 The application site and surrounding area, has a well-established local retail environment within Wrexham. The site is located within close proximity and easy access to A534, A5152 and A525 which provides direct access to the wider network of A roads to the north and south.

7.3 The site is located conveniently and benefits from excellent connections to nearby local transport infrastructure.

7.4 Careful consideration has been taken through the design process of the proposal, the scheme has regard to the specific characteristics of the sites context and its wider context. The character and appearance of the surrounding area is not considered to be adversely affected and the proposal is appropriate for the site and constraints.

7.5 The proposed unit is considered to respond positively in terms of scale, massing, height and materials while respecting nearby buildings and having regard to its setting.

7.6 The unit would directly benefit the local economy through the provision of existing and growing employment, providing a boost to the local economy and surrounding area through both the construction and operational phases of its lifetime.

7.7 It is considered that the proposed units scale, massing and use is suitable for its location within the context of the existing and nearby surrounding retail park setting.

7.8 The unit is considered to be an acceptable form of development which is consistent with its surrounding area, it would not have an unacceptable or detrimental impact on any material planning consideration which cannot be overcome by the use of conditions.

7.9 In conclusion, it is considered that the proposed unit would represent a sustainable form of development, would contribute successfully to delivering a viable unit which would deliver an appropriate boost to the local economy, the scheme would not materially impact the safe operation of the highway and is designed appropriately having regard to its environment and location. The proposed development is compliant with the relevant policies in the local plan and supports the presumption in favour of sustainable development.

7.10 It is therefore respectfully requested that the application is approved. In the event that Wrexham County Borough Council do not agree with this view, the applicant would seek to engage proactively with the authority to secure a solution.

APPENDIX A – SITE PHOTOGRAPHS










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