
Sequential Test

Outline – Erection of electric vehicle service area to include drive thru coffee shop with parking and associated works at Land at Chirk Retail Park, Chirk Bypass, Wrexham, LL14 5AZ

Prepared for Mr A Woollam



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1. INTRODUCTION

- 1.1. This statement has been undertaken on behalf of Mr A Woollam for erection of electric vehicle service area to include a drive thru coffee shop along with parking and associated works on land adjacent to Chirk Retail Park, Wrexham.
- 1.2. The application has been made in outline form to receive approval and support for the principle of the development, prior to the detailing the precise design, scale, landscaping and other elements that are associated with a reserved matters application.
- 1.3. The proposal is for an electric vehicle service area to include a drive thru coffee shop. The proposal is to be situated in close proximity of the Chirk Retail Park with existing access off the Halton Roundabout
- 1.4. This statement goes through different elements that have been considered in developing this proposal and mainly to discuss the policy context and acceptability of the proposal in line with national and local planning policies.

2. SEQUENTIAL TEST

- 2.1 Wherever the sequential test supports the Welsh Government's policy objective of promoting centres identified in the retail and commercial centre hierarchy, as the most sustainable locations to live, shop, socialise and conduct business.
- 2.2 The sequential location of planning applications should be considered in the following order:
 - Firstly, within retail and commercial centres identified in the retail hierarchy where suitable sites, or buildings for conversion are available. Where this relates to a development plan allocation, they must be available for development within the plan period. Local planning authorities should ensure that any development plan allocation or planning application is of an appropriate scale in relation to the role and function of the centre.
 - If no suitable sites are available in retail and commercial centres then edge-of-centre locations should be considered, with preference given to brownfield sites that are or will be well connected to the existing centre and accessible by a variety of means of transport, particularly walking, cycling and public transport.
 - Only when retail and commercial centres and edge of centre locations have been considered and found to be unsuitable can out-of-centre options within, and then

outside, a settlement area be considered. Where out of centre sites are concerned preference should be given to brownfield sites which are or will be well served by a choice of means of transport and are close to an established retail and commercial centre.

- 2.3 The sequential test and tests of retail need is more specifically based on major supermarket proposals, which can have a degree impact on existing shops within a town centre. This proposal is a minor EV service area with a drive thru coffee shop, the proposals will have minimal effect of near by businesses.
- 2.4 The preferred option would be to have all retail developments within the settlement development boundary, however it is acknowledged that some retail uses are not suitable or cannot be accommodated within a town or village centres and therefore out of centre locations need to be considered.
- 2.5 The Local Planning Authority acknowledged that the siting of a coffee shop and electric charging points within a town or village centre is not practical or the most viable option.
- 2.6 The proposed site is located at Chirk Retail Park and is not considered totally out of centre. Towns are constrained for uses such as a service station given the space it requires in terms of traffic movements. The site requires a trunk road frontage to ensure additional traffic will be directed immediately into the site and not through a residential village.
- 2.7 As the Local Planning Authority would acknowledge, siting a new electric vehicle service area and coffee shop in a village or town centre is not practical, viable or safe. The building with a footprint would need a minimum of 1 acre of space for the building and parking arrangement.
- 2.8 It is clear from other authorities' decisions, that service stations are better situated at edge of centre locations and adjacent to existing use. This is no different, and the good accessibility of the site and the fact it's bounded by similar and larger development to the north.
- 2.9 Going north following the A483 to Chester (22.4 miles) there are no other drive thru restaurants or coffee shops along with minimal electric charging stations
Going south following the A5 to Shrewsbury (23 miles) there is only one drive thru coffee shop and this doesn't host an electric charging point.
The existing drive thru's and electric charging point are inadequate for the number of traffic movements the A5 and A483 hold. In 2030 when petrol and diesel cars are no

longer sold and phased out the current electric charging facilities will be overwhelmed. To future proof the movement towards electric vehicles there is a requirement for sites dedicated to electric charging, these sites need to be road side and on major trunk road ways from cities and towns.

- 2.10 The Annual Average daily flow for the proposed road side drive is 27,000 vehicles per day:

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2020	Estimated using previous year's AADF on this link	4	124	13792	69	3112	2125	19222
2019	Estimated using previous year's AADF on this link	4	210	20527	113	3915	2501	27266
2018	Manual count	3	208	20355	119	3929	2505	27116
2017	Estimated using previous year's AADF on this link	0	47	17640	73	4435	2499	24693
2016	Estimated using previous year's AADF on this link	0	47	17647	71	4163	2425	24353
2015	Estimated using previous year's AADF on this link	0	45	17134	70	3854	2363	23467
2014	Manual count	0	45	17255	69	3540	2244	23153

- 2.11 An electrical vehicle charging station differs from a regular gas station in a few keys ways. It takes longer to charge a car, so there needs to be space for more vehicles. Facilities also need to include a waiting lounge with wifi, washrooms and eateries, it will be a key factor for the development to allow users of the charging facilities a place to continue working on their laptops and mobile devices. 1.3 million public charging points will be needed by 2025 and close to 3 million in 2030. This shows that an increase of EV charging stations is highly needed along highways to ensure full coverage and increased appeal for the public
- 2.12 PPW states that some types of retail uses are not suitable for town centre locations because of their very nature, and therefore out of centre locations is the only option. The proposed site will target the almost 30,000 daily road users.
- 2.13 We attached a copy of Appeal ref APP/A6835/A/20/3261103 for Land east of McDolands, St Asaph Road. Yu will note the similarities of the proposals and the requirement for this type of development to be located adjacent to an A road as its providing roadside services to passing traffic.

- 2.14 A typical outlet of this use will provide 15 full/part time jobs with flexible shifts. This is typically the equivalent to 11 full time jobs. The proposed drive thru will have an economic benefit. They typically require £1million + of investment and pay 5 figure sums annually in business rates. Both the construction of the unit and operation of the site will provide local jobs whilst also providing a welcoming and safe facility to the area.

3. CONCLUSION

- 3.1 This proposal is for valuable services providing essential electric charging parking on the roundabout of the A483 and A5. A location as per the one proposed is the most suitable location to meet the needs of this type of development.

Appendix 1
Appeal Decision
APP/A6835/A/20/3261103