



PLANNING

PLANNING STATEMENT

LIBERTY PROPERTIES
DEVELOPMENT LTD

LAND ADJACENT TO WREXHAM GOLF
CLUB, HOLT ROAD, WREXHAM

PLANNING STATEMENT

On behalf of: Liberty Properties Development Ltd

In respect of: Land adjacent to Wrexham Golf Club, Holt Road,
Wrexham

Date: June 2017

Reference: JB/1788ma/R006m

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INTRODUCTION AND BACKGROUND



1.0 Introduction and Background

- 1.1 This Planning Statement is submitted on behalf of Liberty Properties Developments Ltd in support of an outline planning application, with all matters reserved apart from access, for roadside services incorporating a petrol filling station with ancillary kiosk and associated car parking.
- 1.2 This Planning Statement considers the proposal against relevant policies of the adopted Local Development Plan and presents other material considerations pertinent to the assessment of the development.

Site Location

- 1.3 The application site is currently a vacant undeveloped site. Whilst the site was historically used for agricultural purposes, this use ceased following the construction of the Llan-y-pwll link road (A5156) in the late 1970s/early 1980s. The site was further altered through the creation of a new enlarged roundabout at the junction of the A5156 and Holt Road (A534) in 2012 which saw an access being created into the site via a new arm off the roundabout which also serves the adjacent golf club.
- 1.4 The site is bounded to the north and east by Wrexham Golf Club, to the south by the A5156 and A534 roundabout with agricultural land beyond and to the west by the A5156 with residential properties beyond. Access to the site is taken of an arm of the A5156/A534 roundabout which is shared with the adjacent Wrexham Golf Club.
- 1.5 The A5156 and A534 together provide access between the Wrexham Industrial Estate and A483, which in turn provides access to the wider strategic highway network of the A5 in the south and the A55 North Wales Coast Road in the north, on the outskirts of Chester and M53/M56 motorways. To the east of the site the A534 links with Nantwich, Crewe and eventually the M6 motorway.

Relevant Background

- 1.6 The site had the benefit of an historic planning permission (HOL CB00001) for a hotel/leisure complex although this has now lapsed. These proposals comprised a 54 bedroom accommodation block with a fitness centre together with a pub/restaurant, children's playbarn and managers flat. The application was considered at a similar time to the proposed upgrading of the A5156 and construction of the adjacent roundabout which is now complete. The design of the roundabout took into account the potential of the site for commercial development and the need to also serve Wrexham Golf Club.
- 1.7 An application was submitted for a larger roadside service scheme by Liberty in June 2016 which included a petrol filling station with ancillary kiosk, family pub/restaurant, drive-thru restaurant and associated car parking (application ref. P/2016/0630). This application was withdrawn in April 2017 following discussions with planning officers at the Council.

PROPOSED DEVELOPMENT



2.0 Proposed Development

- 2.1 The application proposal for the site is for a roadside services in the form of a Petrol Filling Station with ancillary kiosk providing a small convenience store with associated food and drink uses. This will include the potential for a small drive thru element within the ancillary kiosk building. The facility will serve Wrexham Industrial Estate, residents within Wrexham and other road users travelling along with A534 and A5156 and related routes.

Figure 1 - Illustrative Site Layout



Rationale for the Proposed Development

- 2.2 As is set out in the submitted Roadside Service Needs Assessment (R004m), the proposed development will serve an identified need for a service station/petrol filling station operation capable of serving traffic using the A534 (Holt Rad/Wrexham Road) and A5156 (Llan-y-pwll Link Road) to access the A483. In particular, this will serve traffic traveling to and from Wrexham Industrial Estate from and to the A483 and wider motorway network.
- 2.3 Providing such a facility in this location would contribute towards creating facilities where they are needed and best located to meet the latent need, improve road safety by reducing the prospect of drivers having to drive long distances without being able to access suitable facilities and provide facilities to serve visitors to or working at Wrexham Industrial Estate, including visitors to HMP Berwyn. This in turn, will help to improve the attractiveness of the Industrial Estate to existing and future occupiers whilst delivering direct employment benefits for the local area.

PLANNING POLICY OVERVIEW



3.0 Planning Policy Overview

- 3.1 As per Section 38(6) of the Planning and Compulsory Purchase Act 2004 development control decisions must be taken in accordance with the adopted Local Development Plan unless material considerations indicate otherwise. For the purposes of this application the development plan is the Wrexham Unitary Development Plan 1996-2011 (2005).
- 3.2 Other material considerations include Planning Policy Wales, Technical Advice Notes (TANs), Supplementary guidance and emerging policies.
- 3.3 Wrexham County Borough Council (Wrexham CBC) is preparing the Wrexham Local Development Plan 2 (LDP2) which, once adopted, will replace the current UDP. The preparation of the LDP2 remains at a relatively early stage with a Preferred Strategy version of the plan being consulted on in February/March April 2016. Given the limited progress with LDP2 little weight can be afforded to this emerging Policy document.
- 3.4 The following Wrexham UDP Policies are considered relevant to the determination of this application:
- GDP1 – Development Objectives;
 - EC1 – Green Barriers;
 - EC2 – Agricultural Land;
 - EC4 – Hedgerows, Trees and Woodland;
 - EC12 – Development and Flood Risk
 - EC13 – Surface Water Run-off;
 - T6 – Primary and Core Highway Network;
 - T8 – Parking; and
 - T9 – Walking, Cycling and Horse Riding Routes.
- 3.5 The following Local Planning Guidance Notes are considered relevant to the proposed development:
- LPG Note 6 – Access to and use of buildings;
 - LPG Note 7 – Landscape and Development;
 - LPG Note 15 – Cycling;
 - LPG Note 16 – Parking Standards; and
 - LPG Note 17 – Trees and Development.

PLANNING ASSESSMENT



4.0 Planning Assessment

4.1 This section sets out the case for the proposed development considering how it accords with the provisions of the Local Development Plan and setting out any other material considerations. All those relevant policies identified in Section 4 of this report have been considered. For ease, the case is presented under the following key topics:

- Principle of Development;
 - Green Barrier Purpose;
 - Prematurity;
- Economic Benefits.
- Other matters including:
 - Highways and Access;
 - Ecology and Impact on Trees;
 - Agricultural Land;
 - Residential Amenity; and,
 - Flood Risk and Drainage.

Principle of Development

4.2 This subsection considers how the principle of the proposal accords with the UDP, focusing specifically on the site's current Green Barrier designation and issues relating to prematurity and the emerging Local Development Plan 2.

Green Barrier Purpose

- 4.3 The application site is within an area defined as 'Green Barrier' within the Wrexham UDP and associated Proposals Map (Policy EC1).
- 4.4 Paragraph 5.2 of the explanatory text to UDP Policy EC1 sets out the purpose of the current Green Barrier designations as currently defined whilst highlighting that such areas have the same characteristics and purpose of formal green belt '*except in their long-term permanency*' and as such it is important to consider how the application site performs as a Green Barrier site and whether the current policy designation is appropriate or necessary.
- 4.5 It is important to note that whether the site should be retained as a Green Barrier in the emerging Local Development Plan (LDP) has been considered through the preparation of the LDP Preferred Strategy which was published for consultation in February 2016. The Preferred Strategy was supported by a Strategic Green Wedge Review (Stage 1) document which reviews the existing Green Barrier designations around Wrexham with a view to making recommendations on whether any new Green Wedge designations are required and whether the existing Green Barrier designations need to be retained and, if not, what policy should replace the current Green Barrier designation.

- 4.6 Rather than dealing with each individual site the Strategic Green Wedge Review (Stage 1) (SGWR) document assesses the suitability of defined sub-areas with the application site falling within 'Area 3 – Wrexham North East'. The sub-area covers land to the north of Holt Road, east of the Llan-Y-Pwll link Road and south of Gresford as far east as Borrass Hall Lane (east of Borrass Quarry) with the application site forming the south-western boundary of the area.
- 4.7 The following paragraphs consider how the application site fits within the purposes of the Green Barrier as identified at paragraph 5.2 taking account of our own assessment and the assessment carried out as part of the Strategic Green Wedge Review.
- 4.8 The first purpose is; *'to prevent the coalescence of urban areas and villages with other settlements'*. The application site is located immediately adjacent to the Wrexham Settlement Limit with the rear boundaries of those properties on The Links effectively forming the closest Settlement boundary – approximately 50m from the application site and separated solely by the Llan-y-Pwll link road (A5156). As such, the key consideration in this regard is whether the development of the application proposals would result in the coalescence of Wrexham with any other existing settlement.
- 4.9 The closest other settlements/urban areas to the application site are Wrexham Industrial Estate, approximately 1.6km to the south east, and Gresford, located approximately 2.6km to the north west of the site. However, the application site does not form the closest site within Wrexham to either settlements with the existing Wrexham settlement limits to the north and south of the site are significantly closer to both Wrexham Industrial Estate and Gresford with the narrowest gap between the settlements being approximately 1.2km and 1.3km respectively. As such, the proposals will not result in the gap between Wrexham and Wrexham Industrial Estate or Gresford narrowing, let alone merging.
- 4.10 The only settlement that the site will be closer than any other part of the Wrexham settle area will be Holt village to the east of the application site. However, Holt is located approximately 4.9km (or 3 miles) away from the application site (the shortest route from site to site) and whilst the proposed development would result in Wrexham becoming closer to Holt this would only be by around 150m which in the context of the objectives of Green Barrier policy will be indiscernible and has to be considered insignificant in the context of effect. In any case, the application site is tightly bounded by Wrexham Golf Club to the north and east with Borrass Quarry beyond meaning that any future extension of Wrexham to the east of the application site is not feasible or possible.
- 4.11 The development of this site would also reduce the gap between Wrexham and the village of Llan-y-Pwll however, as with Holt, it will not result in the coalescence of the village with Wrexham and the impact would be negligible with a significant distance remaining (circa 1.6km) between the site and the village.
- 4.12 **As such, the application site does not serve the first purpose for the green barrier as preventing development on this site is not necessary to prevent the coalescence of Wrexham and any other settlement.**

- 4.13 This viewpoint is shared by the Council with the Strategic Green Wedge Review confirming that there is good separation with the settlement edge of Wrexham and Gresford with a minimum gap of 1km at its narrowest noting that (the application site is even further away from Gresford at 1.6km) and stating that; *'the gap between the two settlements is wider along the remainder of the settlement limits...There is only sporadic development in the area, and the area has a sense of openness due to the topography'*. The SGWR goes on to confirm that there is; *'not currently potential for coalescence to occur'* confirming that *'there is no justification to retain a green wedge in this location based on this purpose'* and that the presences of a settlement limit and a presumption against development in the open countryside would be sufficient to control development.
- 4.14 The second purpose of Green Barriers set out in paragraph 5.2 is; *'to assist in safeguarding the countryside from encroachment'*. The application site is currently a small parcel (1.6ha) of vacant undeveloped land. Whilst the site was historically used for agricultural purposes this use ceased following the construction of the Llan-y-Pwll link road (A5156) in the late 1970s/early 1980s. The site was further altered through the creation of a new enlarged roundabout at the junction of the A5156 and Holt Road (A534) in 2012 which saw a new access being created into the site via a new arm off the roundabout which also serves the adjacent golf club.
- 4.15 The site is situated to the west by the A5156 with residential properties beyond and to the east by Wrexham Golf Club and can only be viewed when travelling along the A5156. As such, the site does not have the characteristics of countryside and, in any case, encroachment into the countryside would be prevented by the golf club and roads which surround the site. **It can be concluded that this site serves no purpose in safeguarding the Countryside from encroachment and would not harm the purpose of 'Green Barrier' in this instance.**
- 4.16 The third purpose of Green Barriers is *'to protect the setting of urban areas and villages'*. The development of this site will have a negligible impact on the setting of the urban area in this location due to the site's location immediately adjacent to two major roads (Holt Road and Llan-y-Pwll link road) and Wrexham Golf Club which gives the setting an urban feel, very different to the open countryside located further to the north, east and south.
- 4.17 The SGWR provides limited commentary on this purpose providing comment solely on the setting of the listed buildings located within the sub-area concluding that whilst the Green Barrier/Wedge policy helps to protect the setting of the listed buildings, there is already separate provision for the protection of these and, in any case, an open countryside policy would be sufficient. As none of the listed buildings are located close to the application site the commentary within the SGWR is not particularly relevant. **As such it can be concluded that the development of this site will not harm the setting of Wrexham.**
- 4.18 The final purpose of Green Barriers is; *'to assist in urban regeneration by encouraging the recycling of derelict and other urban land'*. As highlighted within the submitted Roadside Service Needs & Alternative Site Assessment, there are no suitable and available sites within the urban area that can accommodate the proposed uses and serve the identified need. As such, the site, and these

proposals, can only be located on this site and as such will not have any impact on the potential for urban regeneration.

- 4.19 Again, the SGWR provides limited commentary on this purpose instead highlighting that this matter is controlled by settlement limits and the principles of Planning Policy Wales (PPW) in relation to the preference for the reuse of land. **As such, the application site does not serve this Green Barrier purpose.**
- 4.20 Paragraph 4.8.3 PPW confirms the purposes of Green Wedges (and Green Belt) which replicate those set out within the UDP. However, PPW identifies an additional purpose of Green Wedges which is to *'manage urban form through controlled expansion of urban areas'*. As already highlighted, the application site is a small scale discrete site that is bounded by defensible boundaries in the form of Holt Road to the south and Wrexham Golf Club to the north and east. As such, any development on this site would represent controlled expansion and therefore the site does not serve this purpose. The SGWR considers this purpose. It concludes that the designation in this sub-area is already set along defensible boundaries and that; *'the absence of development pressure and the gap between the settlements results in the designation not performing this purpose'*.
- 4.21 As highlighted in PPW chapter 4.8.12; *'in defining green wedges [or Green Barriers] it is important to include only land that is strictly necessary to fulfil the purposes of the policy'*. As has already been demonstrated in this section of the report, the site at present does not fulfil the purposes of the Green Barrier policy and is not 'strictly' necessary with the Golf Club to the east and Holt Road to the south provide defensible boundaries for the Green Barrier in the future.
- 4.22 The fact that the site is not required to be identified as a Green Barrier (or Green Wedge) is confirmed within the SGWR which concludes that within this sub-area;

'The gap between the two settlements, containing only sporadic development, combined with an existing settlement boundary act as a constraint on expansion of Wrexham to the north, which would serve to avoid coalescence of the settlements. Therefore the designation is not necessary to serve the purpose of preventing coalescence. It is recognised that the green wedge exhibits other characteristics associated with the green wedge designation, including the management of urban form and safeguarding the countryside from encroachment, through defensible boundaries. It also performs a localised function of assisting in the protection of listed buildings. Notwithstanding this, given the distance between the two settlements, the lack of development pressure and the fact that development in this location would be controlled by the presence of a settlement limit along with national (and if needed) local policies presuming against development in the open countryside, and separate legislation which protects the setting of listed buildings, there appears to be little justification to retain a green wedge in this location. It is therefore recommended that the green wedge designation be removed and replaced by a countryside designation.'

- 4.23 In conclusion, it is clear that the application site does not serve the purposes of Green Barrier and is clearly unnecessary. As such the Green Barrier policy designation of the site is consider out-of-date. Even if the Green Barrier designation were given weight, the application proposals and site

represent the only opportunity to accommodate a roadside service facility to meet the identified need. If these proposals did not proceed then the facility would not be delivered elsewhere meaning that the current issues in terms of access to such facilities in the local area will remain.

Prematurity

- 4.24 The period 2015-2017 is a time of significant change for the Borough's development plan. As well as a time of increasing development pressure generally, the Borough Council may be concerned that determination of proposals in advance of preparation and adoption of the Local Plan 2 could be considered premature. Therefore, in considering planning applications, the Council confirm that they will take into full consideration the extent to which any development proposals would jeopardise the emerging Local Plan and vision for the area and redevelopment of the proposed development site.
- 4.25 Planning Policy Wales (PPW) at paragraph 2.8.2 states; *'Refusing planning permission on grounds of prematurity will not usually be justified except in cases where a development proposal goes to the heart of a plan and is individually or cumulatively so significant, that to grant permission would predetermine decisions about the scale, location or phasing of new development which ought properly to be taken in the LDP context'*.
- 4.26 Taking this into account, the application site is a small parcel of vacant discrete land set alongside the A5156 and located immediately adjacent to the urban area. As such, it is considered that the proposed development is not so significant in terms of scale or location and would not be so significant that the aims and key objectives of the plan (local plan) would be jeopardised.
- 4.27 Furthermore, the PPW states that; *'...the stage which a plan has reached will also be an important factor and a refusal on prematurity grounds will seldom be justified where a plan is at the pre-deposit plan preparation stage, with no early prospect of reaching deposit, because of the lengthy delay which this would impose in determining the future use of the land in question'*.
- 4.28 PPW also states that; *'It is for the decision-maker, in the first instance, to determine through monitoring and review of the development plan whether policies in an adopted LDP are outdated for the purposes of determining a planning application. Where this is the case, local planning authorities should give the plan decreasing weight in favour of other material considerations such as national planning policy, including the presumption in favour of sustainable development (see section 4.2)'*.
- 4.29 The Strategic Green Wedge Review (Stage 1) document confirms that the site should not be considered as a Green Barrier and the UDP is outdated for this purpose in determination of the application. As such, refusal on the grounds of prematurity cannot be justified in accordance with the guidance set out in PPW.

Economic Benefits

- 4.30 This section of the report sets out the economic benefits associated with the proposed development including the creation of jobs and the value of this across both construction and operational phases and the value of the proposals in regards to local and national contribution through business rates. This allows for a comprehensive assessment of the total economic value of the proposals.
- 4.31 As a commercial development, the proposed development will create employment opportunities through the construction and operational phases of the development.
- 4.32 From experience of dealing with other similar projects it is expected that a development of this scale will deliver around 18 full-time equivalent jobs.
- 4.33 These new employment opportunities will result in an increase in wage generation of around £366,516 per annum through the operational phased based on regional gross average wages by sector. This calculation is set out in Table 1.

Table 1 - Value of Employment Generation

Operational Phase		
Total FTE Jobs Created	Gross Annual Pay Average ¹	Total Wage Generation per annum
18	£20,362	£366,516

- 4.34 The delivery of the proposed floorspace will be liable to the payment of business rates which are collected by the Council, as local charging authority. Although Business Rates are collected by the local authority, as billing authority, these are then paid over to the national government and redistributed to billing authorities and other major precepting authorities, i.e. non billing authorities. However, since 2013 and through the Business Rates Retention scheme, local billing authorities now keep half of any increase in business rates to invest locally.
- 4.35 Having reviewed the rateable values of the larger petrol filling station facilities within Wrexham, it is expected that the proposed development will have a rateable value of around £80,000 per annum². Of this, 50% will be retained by the local authority to be reinvested in the local area resulting in a direct financial benefit associated with the development of around £40,000 per annum. This is a conservation calculation given the greater offer and facilities within the application proposals when compared to the existing facilities.

¹ Median figure taken from Annual Survey of Hours and Earnings (2016) Table 5.7a – full time employee jobs (Wales – Retail trade, except of motor vehicles and motorcycles)

² Average of rateable value of following facilities as taken from VOA (.gov.uk) website; Esso (Kingsmill Road), Brookland Service Station, Sainsbury's PFS, Tesco PFS, ASDA PFS, Morrison's PFS, Rhostyllen Service Station and Ruabon Service Station.

Other Matters

Highways and Access

- 4.36 A Transport Assessment has been prepared by Sanderson Associates to consider the traffic and transportation effects of the proposed development. This report highlights that the majority of the trips made to the application site will not be new trips on the highway network with 90% of visits to the site likely to come from existing pass-by traffic. The report concludes that there are no highway reasons to grant planning permission for the proposed development on this site and that the proposed development will not affect the free and safe flow of traffic on the Primary Highway Network as required by UDP Policy T6.
- 4.37 As the application proposals are submitted in outline at this stage, the proposed layout and number of parking spaces are not fixed. Nevertheless, future reserved matters applications would ensure that the application proposals accord with the car parking standards set out in UDP Policy T8.
- 4.38 Existing walking and cycling routes already link with the application site and whilst the internal layout of the scheme is to be determined through future reserved matters submissions, it will include provision for pedestrian and cycle access within the site in accordance with UDP Policy T9. The proposals will not affect the existing public right of way which runs through the northern part of the application site.

Ecology and Impact on Trees

- 4.39 BSG Ecology was commissioned to carry out an ecological assessment of the site. The aim of the study was to identify potential ecological constraints, detail further survey work that may be required, and make recommendations for mitigation measures and/or ecological enhancements, should they be required.
- 4.40 The Phase 1 survey did not identify any evidence of protected species. The site was stripped and used as a storage compound in 2011 and has re-vegetated since then. It was assessed as having some limited potential to support common species of reptiles. A small block of trees present outside of the site was found to contain features with potential to support roosting bats. Both reptiles and bats are referred to by Section 42 of the NERC act and protected under UK Legislation. Bats are further protected under European Legislation
- 4.41 A number of Risk Avoidance Measures (RAMs) to avoid impacts on roosting bats, breeding birds and common species of reptiles have been included in the report to prevent the development of the site from breaching wildlife legislation.
- 4.42 These measures include:
- A sensitive lighting scheme to avoid light spill on to the block of trees adjacent to the eastern boundary of the site. By avoiding light spill, disturbance of potential bats roosts will be avoided.

- Potential reptile refugia within the site should be searched and removed from the development footprint prior to works commencing, with refugia retained and placed on the eastern edge of the site which is going to be planted with trees. The rank grassland present on the site will be subject to a phased mowing program to displace any reptiles present on the site into the surrounding habitat.
 - It is recommended that the tree to be lost to the development is removed outside of the breeding bird season or, if this is not possible, then after having been checked by an experienced ecologist.
- 4.43 If the RAMS proposed above are implemented, then the proposed development is considered unlikely to have a significant negative impact on biodiversity or lead to a breach of wildlife legislation.
- 4.44 The submitted Tree Survey and Arboricultural Impact Assessment concludes that the development will only require the removal of a single 'category C' tree of minor value and this would be mitigated through replacement planting. The remaining trees located on the eastern boundary of the site would be retained through the application proposals.
- 4.45 To conclude the proposal accords with TAN 5; Nature Conservation and Planning and UDP policy EC4 - Hedgerows, Trees and Woodland.

Agricultural Land

- 4.46 UDP Policy EC2 states that development on agricultural land of grades 1, 2 or 3a will only be permitted if it does not lead to the irreversible loss of that land. The application site, whilst a green field, is not in agricultural use and has not been in such a use for the last few decades. This is primarily as a result of the limited size of the site and its disconnect from other existing agricultural holdings meaning that its potential for agricultural uses is severely limited and would not be viable. As such, the proposals will not lead to the irreversible loss of agricultural land in accordance with Policy EC2.

Residential Amenity

- 4.47 The application site is located some 50m west of the closest residential property, which is located on the opposite side of the Link Road. Despite this separation, a noise assessment has been submitted in accordance with UDP Policy GDP1 which highlights that the impact of the proposed development would be negligible and as such there would be no harm to the amenity of any nearby residents.

Flood Risk and Drainage

- 4.48 A Flood Risk Assessment accompanies the application. The site is located is deemed to fall in Flood Zone A, which TAN 15 classifies as land to bear little or no risk of fluvial or tidal/coastal flooding. The site has also been determined to be at low risk of flooding from surface water, groundwater, and sewer and artificial sources.

- 4.49 A surface water drainage scheme has been prepared for the development that will allow for surface water runoff to infiltrate into the ground using Sustainable Urban Drainage Systems (SUDS) in the form of soakaways, permeable paving and infiltration basins. The drainage strategy will ensure excess surface water runoff from the development is stored and attenuated up to 1 in 100 year plus 30% climate change event. Foul water runoff from the development can be discharged to a foul water sewer located in Holt Road to the west of the site via a new pumping system located in the south-east corner of the site.
- 4.50 It is concluded that the development can be occupied and operated safely and that there will be no increase in the level of flood risk to the site or neighbouring site as a result of the development. Therefore, the development can be considered acceptable in terms of Flood risk and accords with TAN 15: Development and Flood Risk and UDP policy EC13-Surface Water Run-off.

CONCLUSIONS



5.0 Conclusions

- 5.1 Outline planning permission is sought, with all matters reserved apart from access, for roadside services incorporating a petrol filling station with ancillary kiosk and associated car parking
- 5.2 There is a current need for roadside services to serve those travelling north and north east from Wrexham Industrial Estate using the A483/North Wales Expressway and prior to accessing the motorway network. The closest such service station providing suitable uses is the Chester Services Area on the M56 which is approximately 23 miles from Wrexham Industrial Estate. It is considered that the site at Holt Road represents the only suitable, appropriate and sustainable site capable of serving the identified need.
- 5.3 At present the site is undeveloped and vacant and has been for many years. Given viability related issues preventing its agricultural use, if the site is not allocated or promoted for development it will remain vacant in future providing no beneficial economic use for the local area and offering very little in terms of landscape or ecological value. Given the site's proximity to the Golf Club and key 'A' roads it does not act or have the feel of open countryside and to designate it as such would only ensure that the site fails to make a positive contribution to the local area over the plan period. Indeed, the location, sense of enclosure and general profile of the site suggests very strongly that it represents an obvious site for development of the proposed uses.
- 5.4 The development of the site for the proposed development will deliver economic benefits through the generation of around 18 FTE jobs during the operational phase of the development. Further to this the development will result in payable business rates generation of £40,000 per annum.
- 5.5 Taking account of all the submitted assessments including the 'Service Station Needs Assessment and Sequential Site Assessment' and the material planning considerations assessed, it is considered that the proposal will be a sustainable development thus complying with the objectives of the Development Plan, Planning Policy Wales and Technical Advice Notes.
- 5.6 In conclusion, this report has assessed the development proposals against both national and local policy and clearly demonstrated how the proposals are compliant with policy and directly promote some of the key national and local principles of sustainable development. As such, this application should be approved in accordance with the Local Development Plan and Planning Policy Wales.