
Design and Access Statement

Outline – Erection of electric vehicle service area to include drive thru with parking and associated works at Land adj Maesteg, Llanfair Caereinion, Powys, SY21 0HL

Prepared for JPR Andrew

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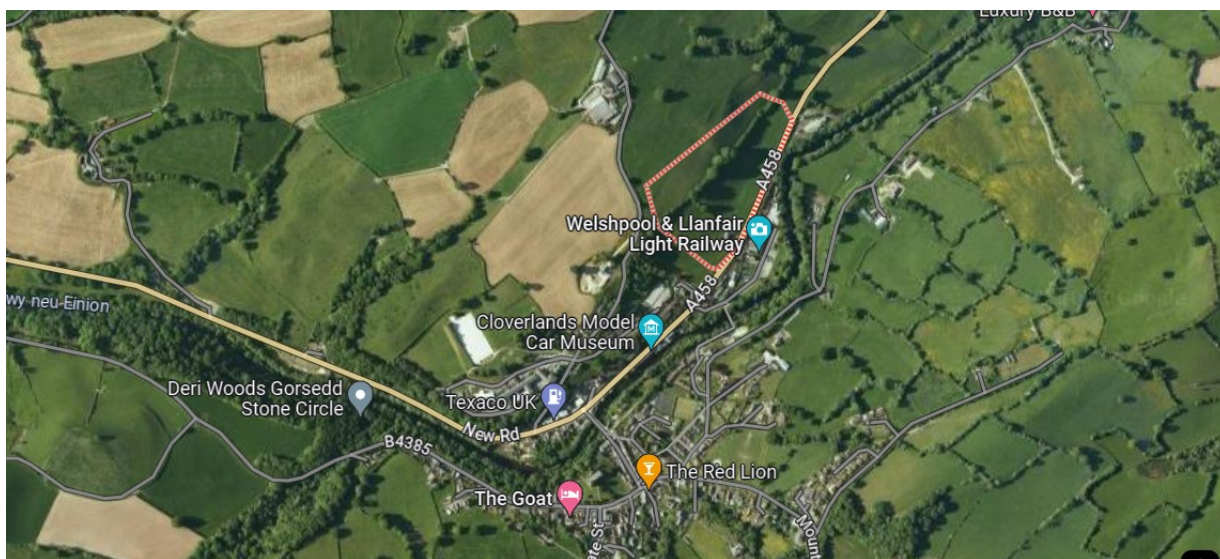
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1. INTRODUCTION

- 1.1. This statement has been undertaken on behalf of JPR Andrew for erection of electric vehicle service area to include a drive thru along with parking and associated works on land adj to Maesteg, Llanfair Caereinion.
- 1.2. The application has been made in outline form with all matters reserved to receive approval and support for the principle of the development, prior to the detailing of 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. The proposal is to be situated in close proximity of the development boundary and can utilise the existing access to the A458.
- 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. THE APPLICATION SITE

- 2.1 The application site is currently agricultural land sited to the East of Llanfair Caereinion. Llanfair Caereinion has been identified as a Town under the Powys Local Development Plan (2018). The proposed site would be infill as it would be located opposite the popular Welshpool and Llanfair Light Railway. There is an existing access onto the A458.



- 2.2 The site is adjacent to the A458, the A458 is a truck road that runs from Mallwyd, near Machynlleth merging with the A458 Hagley Road and the Quinton Expressway on the outskirts of Birmingham This is the main coastal road from the midlands to West Wales.
- 2.3 The location of the proposed site has been carefully considered in that the nature of the proposal requires good transport connectivity.

3. PROPOSAL

- 3.1 The proposal is for an electric vehicle service area to include a drive thru and is to be situated on the edge of the development boundary of Llanfair Caereinion, immediately adjacent to the A458.
- 3.2 It was decided to include a drive thru within the application rather than a farm shop as the clients do not want to take any business away from the local town.
- 3.3 At this time, only the principle of a parking area along with drive thru is being sought after, hence the outline nature of the application. Full details will be required as part of a reserved matters application if this outline permission is approved.

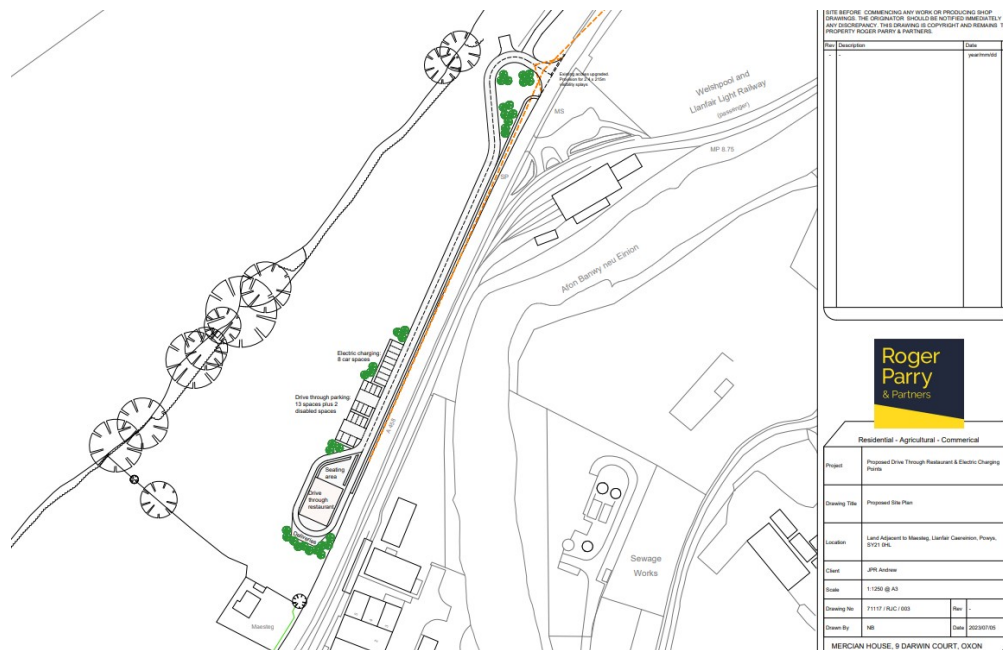
- 3.4 This section seeks to explain and justify the design and access principle and concepts on which the development proposed is based and how these are reflected in the individual aspects of the scheme.

The Amount of Development

- 3.5 The scheme proposes an electric car parking area to include car and van spaces along with a drive thru where visitors can wait while their electric car are being charged. The site is currently a greenfield site adjacent to the village and main A458. It is estimated that the building will have an approximate footprint of 360sqm.

Layout of Development

- 3.6 The indicative development layout is shown in the submitted site plan. It is located in a way which will allow visitors use of electric charging parking spaces with the option of using a drive thru and waiting area as a workspace or relaxing area while cars are being charged. The nature of the proposal (service station) requires an 'off the road' location, which is easily accessible, with ample room for the parking areas.



Scale of Development

- 3.7 The specific scale of development is unknown, but it is envisaged that it will be single storey with only maybe loft storage upstairs and be within these dimension parameters:
- Length – 20m – 35m
 - Width – 18m – 30m

- Ridge height – 5m – 7m.

Appearance of the Development

The building will be relatively low-lying, no different from local service stations and agricultural buildings. The specific appearance will be subject to a reserved matters application if this outline application is approved, but the design will be made to integrate with the surrounding environment as best as possible, without impacting too much on the visibility of it from a business sense.

- 3.8 Around the building there will be hardstanding areas for the access, road and parking which will again be designed in a way to reduce its visual impact.

Landscaping

- 3.9 Landscaping is a reserved matter, however we envisage for the site to be landscaped well, to integrate the unit well within the local landscape.

Drainage

- 3.10 Full drainage details will support a reserved matters application if this outline application is permitted. Ample land is owned by the applicant which will allow a suitable SUDS system to be implemented with no concern.

Noise

- 3.11 The proposal is for an electric vehicle service area with limited noise emanating from the unit or its proposed use. The nearest dwellings are alongside the busy A458. The noises associated with the roads and adjacent commercial activities will be much higher than the proposed noises from the unit.

Lighting

- 3.12 A lighting design scheme can be appropriately conditioned.

Ecology

- 3.13 The proposed site is an agricultural field with no ecology benefit. The proposed site is not suitable for foraging or a resting habitat for otters. There would be no direct impact upon the local badger population due to the fact the existing field is so open and well managed.

Heritage

- 3.14 Supporting this application is a Heritage Impact Assessment produced by Trysor. The report concluded the proposed development would not cause any direct or indirect, physical impacts to the scheduled monument known as Offa's Dyke.

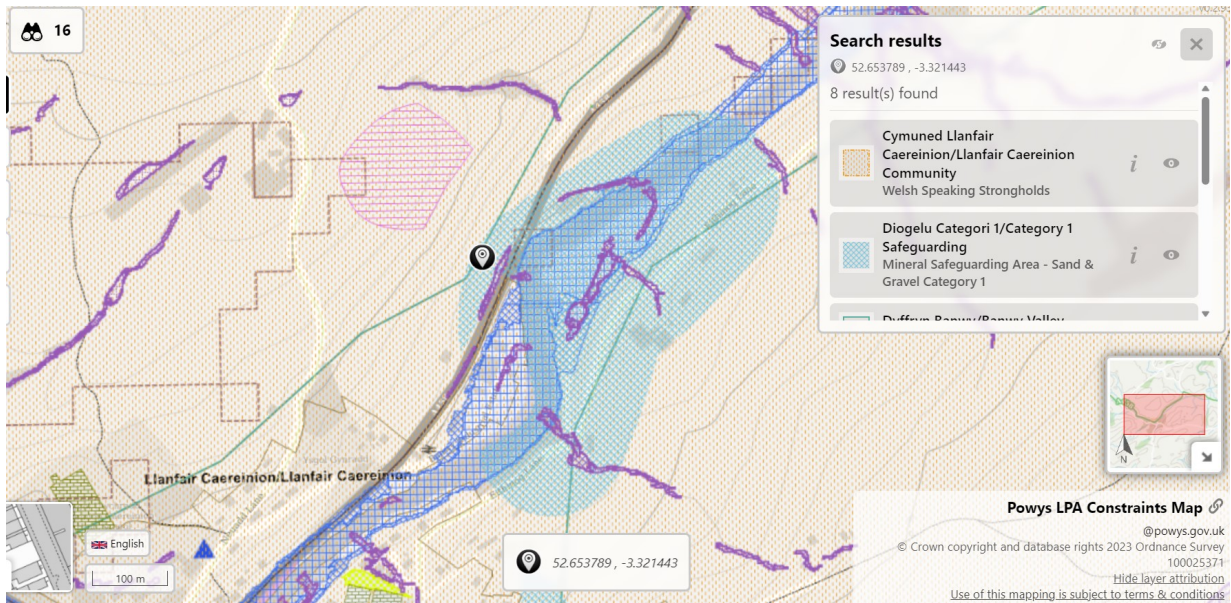
4. THE FUTURE OF ELECTRIC DRIVING

- 4.1 The Welsh Government has a target of providing charging points for every 20 miles of strategic trunk network across Wales by 2025.
- 4.2 A ban on the sales of new petrol and diesel only cars and vans will be introduced in 2030. This places greater emphasis on the urgency of the challenge for a transport revolution for Wales. It supports our aspiration to end Wales' contribution to climate change by 2050, and to improve the quality of the air that we breathe.
- 4.3 Electric vehicles will bring benefits to consumers, in lower running costs and the ability to charge at a variety of locations but we recognise that providing charging facilities to meet the needs of electric vehicle users will be a big challenge. There are clear commercial opportunities to meet this demand but they will also need to invest in order to deliver our vision of a network of electric vehicle charging that enables consumers to confidently switch from combustion to electric cars and vans. The strategy is intended to support the public, private and third sector, as well as individuals, providing a common framework for understanding and collaboration. The strategy will be supported by an action plan to track and manage delivery, which will be monitored and reviewed annually.
- 4.4 Whilst Wales currently has one of the lower levels of electric vehicle ownership in the United Kingdom, this strategy aims to increase public confidence in the availability of charging infrastructure which will facilitate increased ownership. Engagement with existing and prospective electric vehicle users in Wales has shown that an overall lack of charging facilities and issues with the quality of the charging experience have been key concerns.
- 4.5 Welsh socio-economic data has been used to predict that we need 30,000 to 55,000 fast chargers to be available in Wales by 2030.
- 4.6 There is an immediate need for more charging and better charging infrastructure to facilitate consumer confidence in making the switch to electric vehicles.
- 4.7 An electrical vehicle charging station differs from a regular gas station in a few key 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.

- 4.8 In 2019, one EV charger per 7 cars was enough. However, in a report by Transport & Environment on 'How many charging points Europe will need in the 2020's' it is stated that one EV charger per 7 cars can't accommodate EV charging in the long run. They claim that around 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 within public parking and along highways to ensure full coverage and increased appeal for the public. EV charging should be as simple as possible and should be included in parking facilities and near shops.
- 4.9 In recent press releases Ford and Volvo have both confirmed they will sell only electric vehicles from 2030 and Jaguar have made the same pledge for 2025
- 4.10 The AA have reported the electric car total could grow from 90,585 today to 6.5 million. However there are currently only about 38,000 public charging points, approximately 600,00 new public, workplace and rapid chargers will be required by 2030. Policy Exchange think-tank study states EV charge points are needed to be installed at a five times faster rate.

5. PLANNING POLICY

- 5.1 Planning Policy Wales (Edition 10) confirms that the planning system manages the development and use of land in the public interest, contributing towards achievement of sustainable development. Local Authorities are required to ensure that the economic benefits associated with a proposed development are understood and that these given equal consideration with social and environmental issues in the decision-making process.
- 5.2 PPW emphasises the need for the planning system to promote viable urban and rural retail and commercial centres as the most sustainable locations to live, work, shop and socialise.
- 5.3 The sequential test is used by the Welsh Government whereby they operate a 'town centre first' policy in relation to the location of new retail development. The first option for any new retail development should be town centre, and then work itself out of centre is justification leads to this.
- 5.4 If a use or building is not available within a retail centre of a Town, then consideration should be given to edge of centre sites and then if these are not available out of centre sites, that are accessible by a choice of travel modes. Out of centre sites should not be of a scale, type or location that is likely to undermine the vibrancy and viability of those retail centres within the town.
- 5.5 PPW goes onto say 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.
- 5.6 Technical Advice Note 4 (2016) is an advice note by Welsh Government that fully considers retail and commercial development. The tests of retail need is the first step in considering the actual need of that use in that location.
- 5.7 The sequential test is then emphasised again to choose the location and suitability of that use. Retail impact assessments are mentioned, but these are rarely required for developments of this nature, as the threshold is for retail applications with over 2500 sqm floor area.
- 5.8 Powys' Local Development Plan is very succinct with its retail policies, with only one retail allocated site in the whole of Powys, and then hoping that other retail needs will be accommodated by vacant premises in Town Centre areas.



6. HIGHWAY

- 6.1 The clients submitted a previous application for 42 no dwellings on this site, during the application process the Welsh Government highway authority for the A458 responded supporting the application and the proposed access subject to the relevant conditions. See Appendix 1
- 6.2 A trunk road frontage site is key to the feasibility of a proposal like this, a road frontage position will ensure the site remains viable.
- 6.3 The below shows the number of vehicles using the A458 at Llanfair Caereinion.

Traffic statistics by year: All traffic

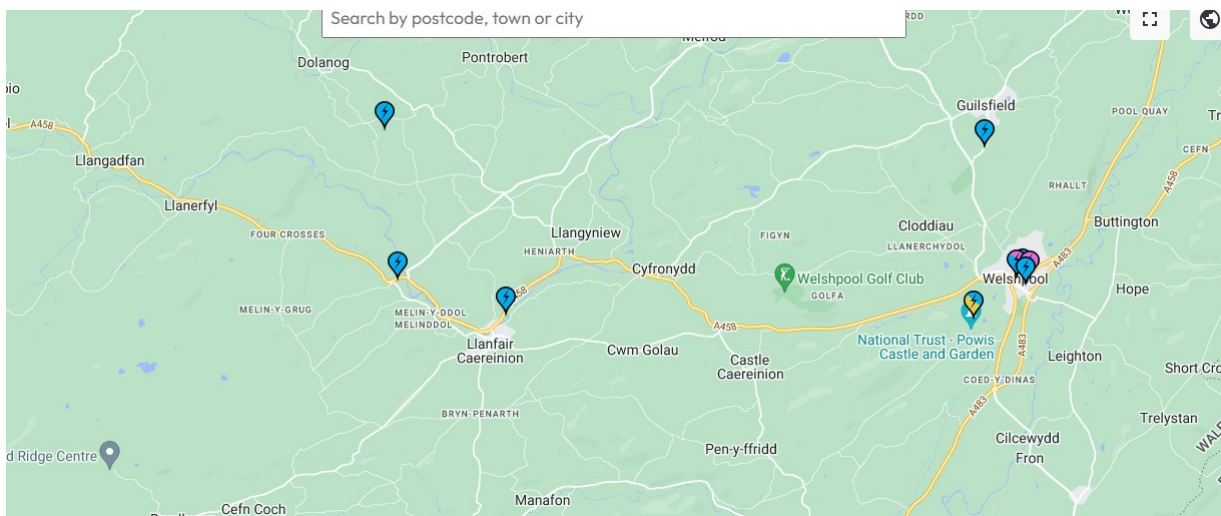
	01	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Pedal Cycles	4	4	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles and Mopeds	35	43	55	60	54	16	16	16	17	16	16	15	15	17	13	13	13
Cars	75	2,058	2,134	2,170	2,146	1,855	1,805	1,774	1,785	1,719	1,707	1,676	1,681	1,701	2,680	2,761	2,759
Buses and Coaches	26	27	27	22	20	8	8	8	8	9	9	10	11	11	30	30	31
Light Goods Vehicles	54	367	400	392	427	415	436	456	491	504	529	511	548	597	550	594	633
Two-axle Rigid HGVs	63	63	60	58	61	87	89	86	86	88	88	86	83	85	44	47	49
Three-axle Rigid HGVs	22	24	24	24	26	32	32	34	36	36	40	42	44	49	18	17	17
Four-axle Rigid HGVs	4	4	4	4	4	5	5	5	5	5	5	5	6	7	7	8	8
Three-axle Articulated HGVs	8	8	8	7	6	4	4	3	3	3	3	2	2	2	13	14	14
Five-axle Articulated HGVs	8	8	7	6	5	8	8	7	7	7	7	7	7	7	20	19	20
Six-axle Articulated HGVs	18	21	23	24	25	17	19	20	20	20	22	23	27	29	11	11	12
All HGVs	23	128	126	123	127	153	157	155	157	159	165	166	170	178	113	116	120
All motor vehicles	13	2,623	2,742	2,767	2,774	2,447	2,422	2,409	2,458	2,407	2,426	2,377	2,425	2,504	3,386	3,515	3,557

7. ACCESS

- 7.1 The Disability Discrimination Act 1995 (DDA) seeks to avoid discrimination against people with impairments and disabilities and for instance ensures that work premises do not disadvantage someone with a disability.
- 7.2 The access arrangements have adopted an inclusive approach and aims to ensure that all users will have equal and convenient access to the site and buildings. The design of the application will have full consideration for ease of access for disabled pedestrian use.
- 7.3 All of the measures detailed above will be maintained in such a way that will allow all people access to / from and around the building. Also, the facilities within the building will also be constructed and maintained in such a way to ensure people's access within the development.

8. TESTS OF RETAIL NEED

- 8.1 PPW (Edition 10) and TAN 4 stipulate that the starting point for planning for new retail development is the test of retail need. It explains that this needs to be a quantitative needs test and a qualitative needs test, and normally this is based on forecasting expenditure of a certain type of retail good over a period of time.
- 8.2 These tests refer to major retail proposals such as supermarkets and other A1 retail uses which would take trade from town centre retail markets. The proposal in front of you is for an electric vehicle service area to include a drive thru with a limited footprint. The type of use proposed, is not available within the Village or within miles of the site, and therefore the need is quite plain to see without considering any statistical measurements.
- 8.3 There are very few EV only service station in the UK, with the first one opening in December 2020 in Essex. There are several charging points somewhat close to the proposed site however these sites only have a couple of charging points and only Welshpool with a couple of charging point has an option of a drive thru or work space to wait while users charge their cars. This clearly shows the lack of availability of this certain use within this area.



- 8.4 There are no drive through's or work spaces area within Llanfair Caereinion, or nearby, with the closest being in Welshpool.
- 8.5 We do not consider the types of uses proposed would be suitable within a Town Centre area and its location within a more rural location is justified. It was noted there are no developments of a similar nature in the immediate locality, therefore the need can be justified.
- 8.6 It is acknowledged that this site is technically not within the development boundary of Llanfair Caereinion, however this is considered further within the sequential test covered in the next section.

9. SEQUENTIAL TEST

- 9.1 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.
- 9.2 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.

9.3 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, with limited impacts on any shops or restaurants as it's like no other within the area.

9.4 The preferred option would be to have all retail developments within the settlement development boundary of Llanfair Caereinion, 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.

9.5 The Local Planning Authority acknowledged that the siting of a retail shop and electric charging points within a town or village centre is not practical or the most viable option.

9.6 The proposed site is located technically on the edge of Llanfair Caereinion, given its adjoining nature to the development boundary of Llanfair Caereinion, and is not considered totally out of centre. Llanfair Caereinion is 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.

9.7 As the Local Planning Authority and residents of Llanfair Caereinion would acknowledge, siting a new electric vehicle service area and drive thru in the village 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.

9.8 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 development to the north, east and south.

- 9.9 Local Development Plan Policy E6 – Farm Diversification is also of relevance in the consideration of the principle of development and can be read as follows:

“Development proposals for farm diversification will be permitted where:

1. The proposed diversification will be of an intensity of use appropriate to the location and setting and will have no significant detrimental effect on the vitality and viability of any adjacent land uses, either individually or through cumulative impact;
2. Adequate provision is made for the parking of vehicles and the storage of materials/equipment; and
3. The construction of new, or conversions of existing buildings, that form part of the proposal lie within or immediately adjacent to the existing farm building complex.

4.4.18 Farm diversification offers key benefits for the socio-economic growth of rural communities allowing the creation of commercial opportunities to provide rural employment that utilises existing resources; and helps maintain the viability of individual farm units or enabling the family unit to remain within the community and to have viable employment.

4.4.19 In considering development proposals for farm diversification activities consideration should be given in the first instance to the reuse of existing buildings. If this is not possible, a sensitively designed new building within the existing farm complex may be considered.

4.4.20 Farm diversification tends to occur in locations which may be distant from major centres and often served by low standard local roads. Thus farm diversification proposals may be at odds with transport policies if they cannot be served by means other than the private car. They may also generate additional traffic incompatible with the capacity of the road. As such farm diversification schemes may be required to address traffic generation issues in accordance with paragraph 3.14 of TAN 18”.

- 9.10 The proposed development with comply with criterions 1 and 2 of policy E6. There will be ample parking room for the development, electric parking areas was the main focus of the development. In terms of criterion 3, its noted the proposed site is not immediately adjacent to the existing farm complex of Greenfield farm, however it is imperative the site in located adjacent to a main trunk road, the proposal would not be viable if users were required to travel off the main road to get to the proposed service station.

9.11 *Economic Benefit*

In relation to economic benefits of development Planning Policy Wales 10, paragraph 5.4.4 states:

“Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration. Sites identified for employment use in a development plan should be protected from inappropriate development.”

TAN 23 states:

"Allocated sites should be given priority, but development on unallocated sites could be permitted if the resulting benefits outweigh any adverse impacts of the development."

- 9.12 It is anticipated the proposed development would provide a significant economic benefit to the surrounding area once operational through the creation of new jobs associated with the drive thru, as well as during the construction phase of the development. The economic benefits of the development are a material consideration of significant weight to overcome the location of the development within the open countryside.

10. CONCLUSION

- 8.1 The proposal is an economic development that is supported by both local and national policy; it amounts to sustainable development that will improve the economic resilience of this area.
- 9.5 The edge of centre location in with the overarching national and local retail planning policies and will not have any detrimental impact on the immediate surroundings.
- 9.6 The proposal is of an appropriate location, scale and type so as not to be detrimental to the amenities of any nearby existing residential properties.
- 9.7 This proposal has significant merit, fits within the policies of the development plan and national planning guidance, and it is respectfully requested that the submitted planning application be approved.

Appendix 1

Truck Road Agency response to
previous application

Adran yr Economi, Gwyddoniaeth a Thrafnidiaeth
Department for Economy, Science and Transport



Llywodraeth Cymru
Welsh Government

Tamsin Law
The Gwalia
Ithon Road
Llandrindod Wells
LD1 6AA

Eich cyf. / Your ref: **P/2017/0200**
Ein cyf. / Our ref:
2 August 2017

Dear Sir/Madam

Land adj Llys Awel Pool Road, Llanfair Caereinion, Welshpool, Powys.
Proposed residential development comprising of upto 42 no. dwellings, formation of estate road and all associated works (all matters reserved)

I refer to your consultation of 24 July 2017 regarding the above planning application and advise that the Welsh Government as highway authority for the A458 trunk road directs that any permission granted by your authority shall include the following conditions:

1. The access shall be laid out and constructed strictly in accordance with the approved drawings number RPP03.1.3.02 Rev A. and RPP03.1.3.02
2. The minimum visibility distances available for vehicles emerging from the proposed access shall be 215m in each direction, measured to a point at the nearer running edge of the trunk road carriageway. These visibility distances shall be available at point 4.5 metres from the running edge of the trunk road, measured along the centreline of the access road. The visibility splay so formed shall be free of any growth or obstruction, which would interfere with the minimum visibility requirements.
3. The access and visibility requirements shall be substantially complete and available for use prior to the commencement of any other works associated with the development.
4. The width of the proposed means of access shall be 6.5m (minimum) for the first 15m. The access shall be constructed to appropriate standards with either concrete or bituminous surfacing from the running edge of the trunk road carriageway.
5. No drainage from the development site shall be connected to or allowed to discharge into the trunk road drainage system, and the proposed access shall be constructed such that the access does not drain onto the trunk road.



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6. During the construction phase the applicant shall provide wheel-washing facilities or an alternative method to be approved by the Local Planning Authority in consultation with the Welsh Government at the site exit. Such facilities shall thereafter remain available and be used by all vehicles exiting the site until construction is complete.
7. Adequate provision shall be made within the development to enable vehicles to turn around, so they may enter and leave the site in a forward gear.
8. The applicant must notify the Streetwork Department of the North and Mid Wales Trunk Road Agent on: streetwork@nmwtra.org.uk prior to the commencement of works that will affect the through traffic on the A458 Trunk Road, and agree a Traffic Management Plan.

The above conditions are included to maintain the safety and free flow of trunk road traffic.

The following points should be brought to the attention of the applicant:

- a) The applicant should be advised that they will be required to enter into an Agreement with the Welsh Ministers under Section 278 of the Highways Act 1980 / Section 23 of the New Roads and Street Works Act 1991 to enable the Applicant to undertake agreed improvement works on the trunk road. This Agreement will contain details of the improvement works, construction conditions and financial arrangements under which agreed measures can be put in place, including indemnifying the Welsh Ministers against third party claims. Without such an agreement in place, any consent that may be granted by the Planning Authority cannot be implemented.
- b) The applicant should note that planning permission does not constitute permission under the Highways Act for various activities that may be associated with the development i.e. use of the highway/footway/verge to: for example; deposit material, deposit skips, erect scaffolding, excavate within the highway or erect traffic management apparatus. Such activities will require the separate consent of the Highway Authority;
- c) Any temporary traffic management arrangements required in connection with this application shall be in accordance with Chapter 8 of the Traffic Signs Manual and in accordance with the Safety at Street Works and Road Works Code of Practice, and shall be approved by the highway authority.
- d) Road traffic signs in Wales must be bilingual, Welsh above English, and adhere to Welsh Government specifications, see following link for standard details;
http://www.traffic-wales.com/traffic_signs.aspx

If you have any further queries, please forward to the following Welsh Government Mailbox
NorthandMidWalesDevelopmentControlMailbox@Wales.GSI.Gov.UK.

Yours sincerely



Alun Wyn Jones