

Heading:

REFERENCE NO. 43/2014/0905/PF
ICELAND FOODS & BEVANS HOMEWARES
NANT HALL ROAD, PRESTATYN

Graham Boase
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Denbighshire County Council
Caledfryn
Smithfield Road
Denbigh
Denbighshire LL16 3RJ

Tel: 01824 706800 Fax: 01824 706709

 Application Site

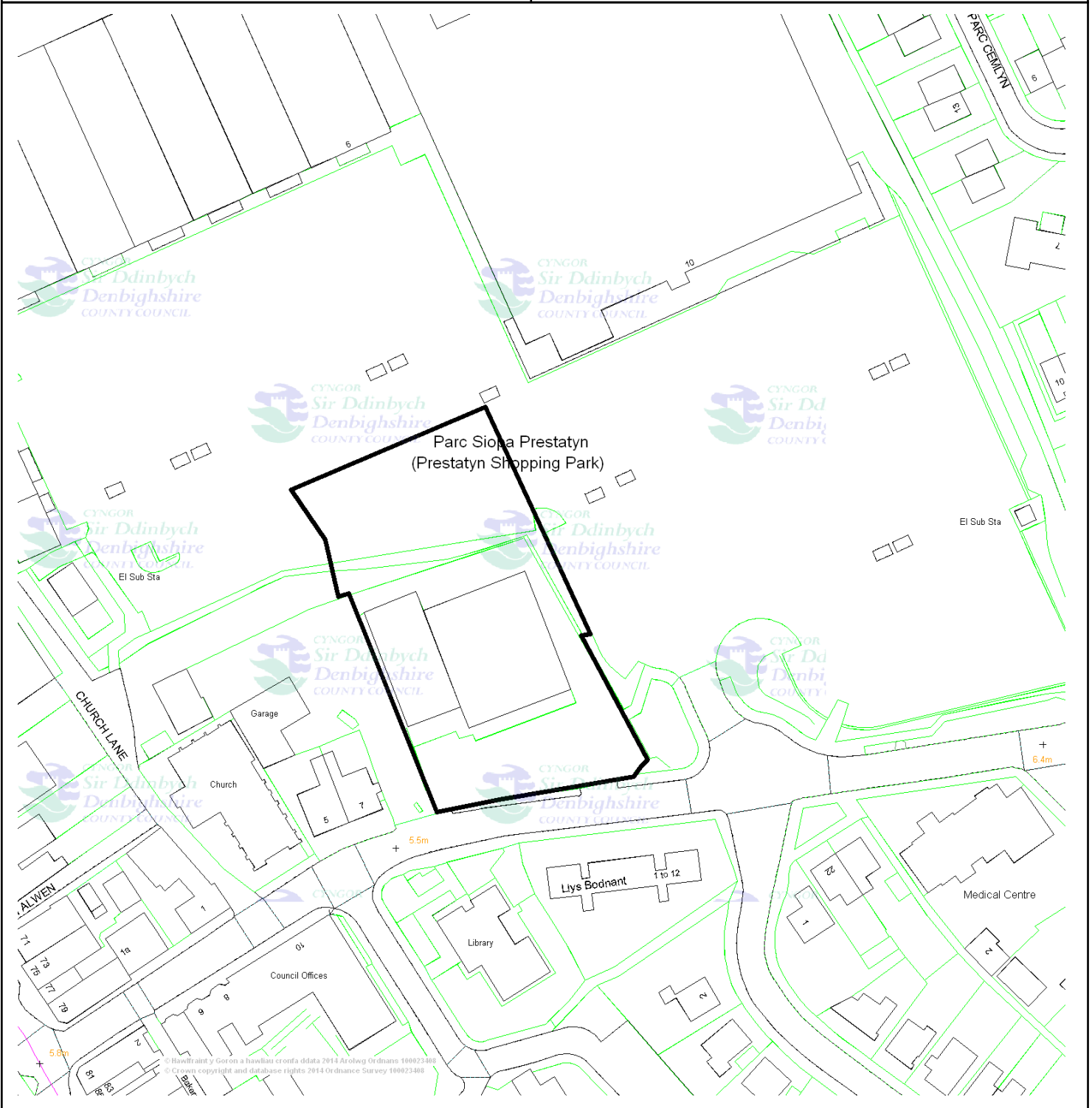


Date 26/11/2014

Scale 1/1250

Centre = 306693 E 383010 N

This plan is intended solely to give an indication of the LOCATION of the application site which forms the subject of the accompanying report. It does not form any part of the application documents, and should not be taken as representative of the proposals to be considered, which are available for inspection prior to the meeting.



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ELEVATIONS

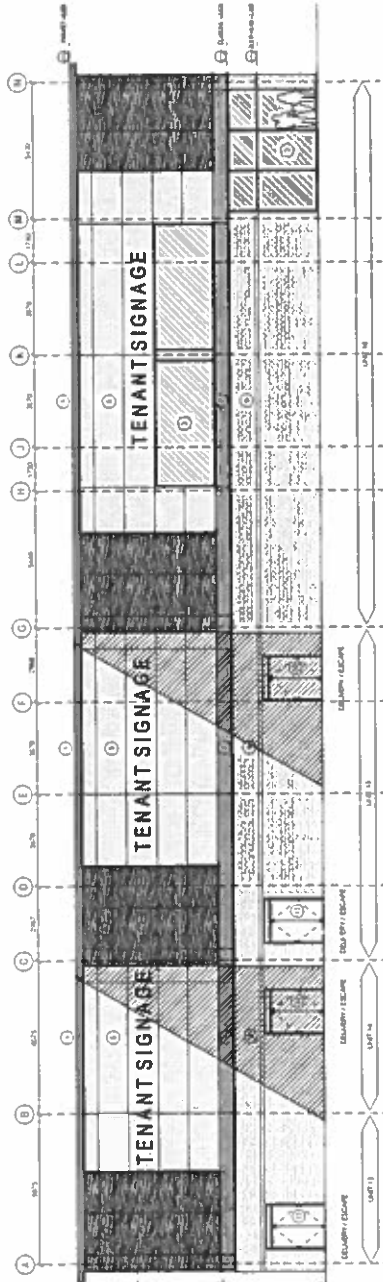
For Tender
DIA ARCHITECTURE
 15/15 PINE STREET
 MELBOURNE VIC 3000
 TEL: 03 9412 1111
 WWW.DIAARCHITECTURE.COM.AU

PRESTATYN SHOPPING CENTRE
 PHASE 2
 PROPOSED ELEVATIONS
 (SHEET 2 OF 2)
 SCALE: 1:100 @ A1
 DATE: APR 11 2019
 DRAWN BY: MC
 CHECKED BY: D
 PROJECT NO: 2019-238206

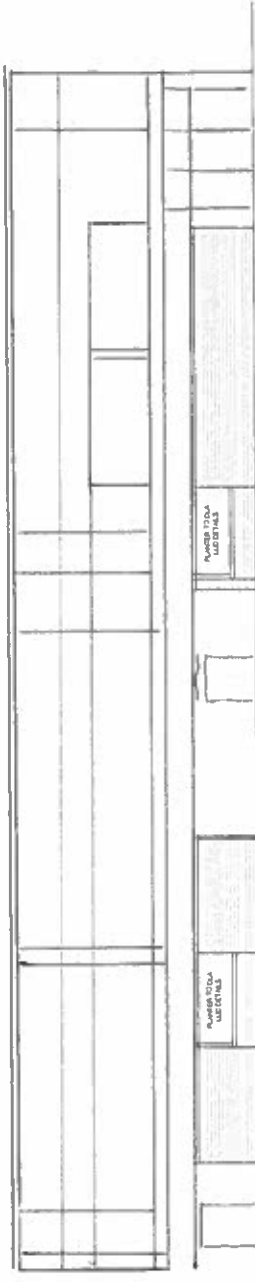
REVISIONS

NO.	DATE	DESCRIPTION
1	11/04/19	ISSUED FOR TENDER
2	11/04/19	ISSUED FOR TENDER
3	11/04/19	ISSUED FOR TENDER
4	11/04/19	ISSUED FOR TENDER
5	11/04/19	ISSUED FOR TENDER
6	11/04/19	ISSUED FOR TENDER
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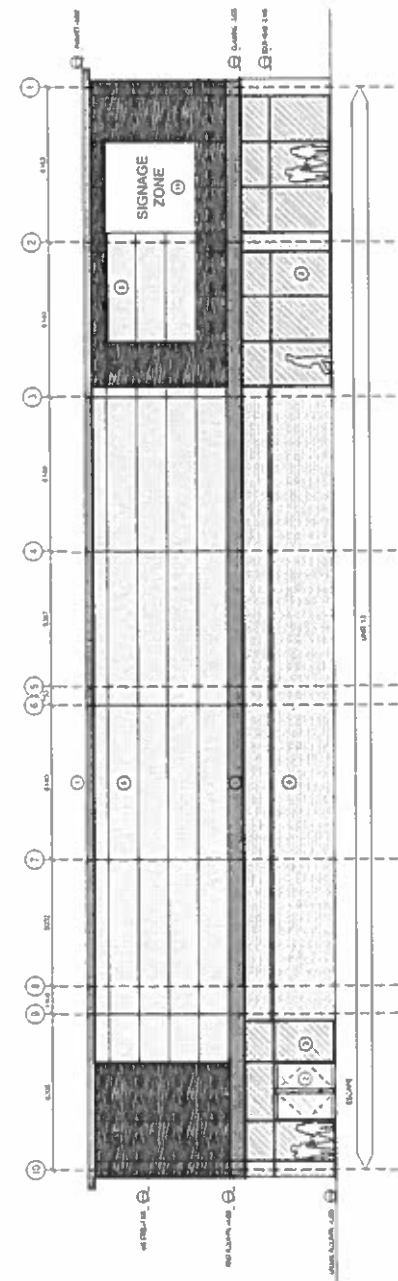
1. SHEET CONTAINS ELEVATIONS OF THE PROPOSED BUILDING FROM THE PRELIMINARY DESIGN.
2. DIMENSIONS SHOWN IN THIS SHEET TAKE PRECEDENCE OVER DIMENSIONS SHOWN ON OTHER SHEETS OF THIS SET OF DRAWINGS.
3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
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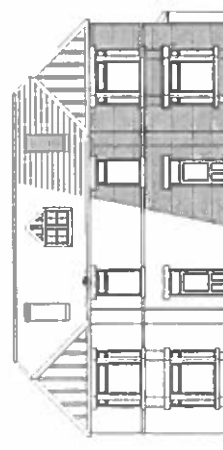
C ELEVATION C (FROM WITHIN SERVICE YARD)
SCALE 1:100



C ELEVATION C (FROM HAIT HALL ROAD)
SCALE 1:100



D ELEVATION D
SCALE 1:100



NOTE: THIS IS A COLOUR DRAWING. IN ORDER TO ENSURE ANY SUBSEQUENT REPRODUCTIONS ARE VIEWED CORRECTLY, IT IS TO BE PRINTED IN FULL COLOUR.



ARTIST'S IMPRESSION



WARD: Prestatyn

WARD MEMBER(S): Cllr James Davies
Cllr Julian Thompson-Hill

APPLICATION NO: 43/2014/0905/PF

PROPOSAL: Demolition of existing retail units, construction of a terrace of 4 no. new retail units, reconfiguration of existing customer car park, extension to existing staff car parking to north-east of site and associated landscaping and pedestrian / cycle / vehicle access works (Phase 2 Prestatyn Shopping Park).

LOCATION: Iceland Foods and Bevans Homewares
Nant Hall Road
Prestatyn
Denbighshire
LL19 9LR

APPLICANT: Stadium Development Ltd

CONSTRAINTS: None

PUBLICITY UNDERTAKEN: Site Notice – Yes
Press Notice – Yes
Neighbour letters - Yes

REASON(S) APPLICATION REPORTED TO COMMITTEE:
Scheme of Delegation Part 2

- At request of Development Manager – major proposal

CONSULTATION RESPONSES:

PRESTATYN TOWN COUNCIL

Awaiting comments on revised plans.

Initial consultation response:-

“OBJECTION

Concerns about increased visitor traffic movements. Lack of turning space for delivery lorries. Height of development above existing roofline. Loss of retail parking space. Poor pedestrian safety at Glyn Avenue and Nant Hall Road roundabout which is heavily used by school children. Poor visual aesthetics from Nant Hall Road, and Nant Hall Road businesses maybe adversely affected. Pedestrian links with High Street need improving.

Town Council seeking best development for town and current proposals appear to isolate retail park from Town Centre. Further dialogue and revised designs would be welcome.”

NATURAL RESOURCES WALES (NRW)

No objection subject to conditions on finished floor levels.

DWR CYMRU/WELSH WATER

No objection subject to standard conditions and advice relating to foul and surface water discharges from the development.

Denbighshire Consultees

ECONOMIC AND BUSINESS DEVELOPMENT TEAM

The completed phase of the Shopping Park has already brought additional visitors to Prestatyn and created new jobs in the town centre. This new phase will enhance the town's retail offer still further and the improvements to the connections between the Shopping Park and the High Street proposed in the revised scheme should help other parts of the town centre to benefit from the additional footfall which will arise from this investment. The wall of the service yard will inevitably have an impact upon the street scape in Nant Hall Road and the enhancements proposed in the revised scheme should help to improve its appearance.

COUNTY ARCHAEOLOGIST

No objection subject to standard watching brief condition.

HIGHWAYS DEVELOPMENT CONTROL

No objection subject to conditions on construction management, servicing arrangements, parking and other highway improvements.

RESPONSE TO PUBLICITY:

In Objection

Mary Hopkins, 12 Plas Avenue, Prestatyn,
Christopher Parry, Hill House, Hillside, Prestatyn
Cathy Challand, 170 High Street, Prestatyn
Andrea Tomlin, Andrea's Lettings, 2 Nant Hall Road, Prestatyn
Hal Holmes-Pierce, 48 Calthorpe Drive, Prestatyn
Stephen Fenner, 21 Berwyn Crescent, Prestatyn
Peter Harrison, 7 Dwyfor Court, Prestatyn
Phillip Molyneux, 10 Glyn Avenue, Prestatyn
Shona Hale, 9 Clos Bodnant, Prestatyn
Cll Tracey Lawler, The Dressing Room Boutique, 5 Nant Hall Road, Prestatyn
S C Thorp, 8 Clos Bodnant, Prestatyn
Sharon Walters, 11 Glyn Avenue, Prestatyn

In Support

Ellis Power, 3 Glyn Avenue, Prestatyn

EXPIRY DATE OF APPLICATION: 26/1/14

REASONS FOR DELAY IN DECISION:

- protracted negotiations resulting in amended plans
- re-consultations / further publicity necessary on amended plans and / or additional information
- awaiting consideration by Committee

PLANNING ASSESSMENT:

1. THE PROPOSAL:

1.1 Summary of proposals

1.1.1 The application covers two separate parcels of land. Within the main parcel it is proposed to demolish the existing retail units of Iceland and Mr Bevan which are located on Nant Hall Road. In their place it is proposed to erect 4no. new build retail units as an extension to the existing Prestatyn Shopping Park. This development will involve the reconfiguration of this area of the shopping park with re-aligned parking areas, pedestrian and cycle routes, servicing and landscaping. The second parcel of land sits to the east of the main site and development on here involves the extension of the existing staff car park area to provide some 50 additional spaces.

1.1.2 Plans at the front of the report highlight the proposed development in the two separate areas of land. Details of the new build retail units are as follows.

- 1.1.3 The new retail units comprise of a single, staggered block of units which are aligned to sit on the Nant Hall Road frontage but will have their main entrances from the existing shopping park car park to the north. The units are set back from Nant Hall Road with a servicing yard located off this road. The block will mirror the design of the existing units on the main shopping park having a flat roof construction and using the same composite cladding, masonry and glazing features shown on the existing units. The new units will, however, be scaled down in height by 1.2m from the existing units on the park in order to mitigate impacts on Nant Hall Road. The height of the new units in comparison to other buildings on Nant Hall Road can be seen on the plans at the front of this report.
- 1.1.4 The new retail units would create an additional 2,020sq.m of retail floor space having regard to the loss of the existing Iceland and Mr Bevan floor space of around 1,040sq.m. The unit sizes are proposed as follows:-
- Unit A – 1858sq.m over two floors (mezzanine)
 - Unit B – 929sq.m over two floors (mezzanine)
 - Unit C – 139sq.m on single floor
 - Unit D – 141sq.m on single floor
- 1.1.5 Around 37 additional customer car parking spaces will be created within the main shopping park as part of the new retail unit development giving some 848 spaces in total. In addition around 20 additional cycle parking spaces would be created across the site for customers and staff.
- 1.1.6 Vehicular access to the new retail units will be from the existing main entrances into the park off the High Street and off Nant Hall Road. However, it is proposed to re-align the roundabout entrance slightly off Nant Hall Road with improvements being made to pavements and crossing points along this stretch of road. Details of pedestrian safety improvements along Nant Hall Road will be outlined further in the Transport Statement section below. The new units would be serviced from an entrance point off Nant Hall Road. This new service yard would be screened by a new brick wall built along the Nant Hall Road frontage to a height of 1.6m.
- 1.1.7 The additional staff car parking spaces to the east of the site will be accessed via the existing service route for the main shopping park off Nant Hall Road. The spaces would extend the parking area along the old haul road to the north of the existing Parc Bodnant Estate. The car park area would be hard surfaced and marked with security lighting. It is proposed that the use of this car parking area would be limited to minimise impacts on nearby residents.
- 1.1.8 The application was submitted with a number of supporting documents all of which have been available to view during the public consultation exercise. These documents are described as follows.

A Planning Statement: - This supplements the design and access statement providing some background information to the proposal. It describes the public consultation undertaken and goes through the benefits of this scheme.

A Design and Access Statement (DAS) – The DAS goes through the proposal in detail highlighting the 5 key areas of access, character, community safety, environmental sustainability and movement. The DAS describes how the site and buildings will be DDA compliant and stresses the accessibility to the site by a choice of means of transport. The document highlights how the scale and design of the buildings has regard to their surroundings and promotes the sustainable credentials of the construction. The DAS highlights the use of CCTV in the scheme promoting community safety and also stresses the co-ordinated landscape approach to integrate the scheme further into its surroundings.

A Transport Assessment and supplementary statement – These documents have been produced to highlight how the scheme can work from the perspective of vehicle, pedestrian and cycle movements. The assessment describes how the existing network in the town has been re-assessed having regard to the increased retail floor space proposed focussing on key junctions and routes into and out of the site. The documents highlight the improvements proposed to pedestrian routes around the surrounding areas and stresses that the development will be monitored over a period once operational to ensure any highway impacts are addressed and tackled where necessary.

A Flood Consequences Assessment – This document highlights the extensive work undertaken over the last couple of years with Natural Resources Wales to ensure flood risks are adequately managed on the site.

A Drainage Statement – This document explains how the new retail and car park development will be integrated into the existing drainage system for the park with no resultant impacts upon foul, surface or ground water conditions.

Noise Impact Assessment – This document examines the potential noise created during construction, noise from plant, servicing and general customer activity. It recommends certain working hours for construction and deliveries all of which can be imposed as planning conditions.

Construction Management Statement – This document examines the process of construction of both the units and the car park. It highlights working practices in terms of site safety, security and times. The document, produced by Marshalls, is a professional document which has to comply with relevant Health and Safety legislation.

1.1.9 Description of site and surroundings

The main application site for the new retail units is located on the north side of Nant Hall Road. It comprises 0.44ha of flat, hard surfaced land in a rectangular shape. The existing buildings on the site are single storey units set back from the road. They are of low architectural value and have some 28 car parking spaces situated to the front of them on Nant Hall Road. To the north and east of the site is the main shopping park development, to the west are existing businesses comprising a garage, petrol pumps and car sales establishment, the Town Council offices and a retail outlet. To the south of the site on Nant Hall Road is a 3 storey elderly persons accommodation block with the library building adjacent.

The site to the east (0.13ha) which is proposed to be used for additional car parking is again flat and rectangular in shape having the railway line to the north and residential dwellings on the Parc Bodnant estate to the south. See plans at the front of the report.

1.1.10 Relevant planning constraints/considerations

The site lies within the defined centre of Prestatyn and contains historic retail uses. The site also lies adjacent to the eastern boundary of the Prestatyn High Street Conservation Area. The site could have archaeological interest.

1.1.11 Relevant planning history

The existing retail units on the site are long established. The most relevant planning history is that relating to the existing shopping park which was granted planning permission in July 2011. This was subject to a s.106 legal agreement and planning conditions. The park opened in 2013 and all town centre highway improvements/alterations and a refurbished bus station were completed at that time.

1.1.12 Developments/changes since the original submission

The scheme has been revised during the assessment process. Firstly, the design of the new retail units on Nant Hall Road has been amended to have regard to comments from the Conservation Officer and other persons making representations.

The changes sought to create a more attractive appearance for the Conservation Area adjacent and to open up this frontage to pedestrians on Nant Hall Road.

Secondly, some highway amendments have been made to the scheme having regard to input from the Council's highway engineers and other representations received. The main changes involve improvements to the servicing arrangements off Nant Hall Road, improvements to the safety of pedestrians along Nant Hall Road, amendments to the roundabout layout on Nant Hall Road and the introduction of some resurfacing works linking the site to the High Street.

1.1.13 Other relevant background information

It should be noted that the application has been publicised widely in the town with exhibition boards displayed in the Scala Cinema. A presentation of the plans was also made to the Town Council with various meetings having taken place with neighbouring businesses.

2. DETAILS OF PLANNING HISTORY:

43/2010/1222/PF - Development of land to provide class A1 retail units, car parking, landscaping, primary substation, petrol filling station, access and associated works_ GRANTED by Committee 28th July 2011

3. RELEVANT POLICIES AND GUIDANCE:

The main planning policies and guidance are considered to be:

Denbighshire Local Development Plan (adopted 4th June 2013)

Policy PSE 6 – Retail Economy

Policy PSE 7- Proposals for new Retail Development

Policy PSE 8 – Development within Town Centres

Policy RD 1 – Sustainability and good standard design

Policy RD 5 – Welsh Language and the social and cultural fabric of communities

Policy ASA 2 – Provision of sustainable transport facilities

Policy ASA 3 – Parking standards

3.1 Supplementary Planning Guidance

SPG – Landscaping

SPG - Access for All

SPG – Parking Standards

3.2 Government Policy / Guidance

Planning Policy Wales Edition 6 February 2014

Technical Advice Notes (TAN's)

TAN 4 – Retailing and Town Centres

TAN 5 – Nature Conservation

TAN 11 – Noise

TAN 12 – Design

TAN 15 – Development and Flood Risk

TAN 18 – Transport

TAN 22 – Sustainable Buildings

4. MAIN PLANNING CONSIDERATIONS:

4.1 In terms of general guidance on matters relevant to the consideration of a planning application, Planning Policy Wales Edition 6, February 2014 (PPW) confirms the requirement that planning applications 'should be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise' (Section 3.1.2). PPW advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned., and that these can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Sections 3.1.3 and 3.1.4).

4.2 The following paragraphs in Section 4 of the report therefore refer to the policies of the Denbighshire Local Development Plan, and to the material planning considerations which are considered to be of relevance to the proposal.

4.3 The main land use planning issues in relation to the application are considered to be:

- 4.3.1 Principle and General Policy Considerations
- 4.3.2 Visual amenity
- 4.3.3 Residential Amenity
- 4.3.4 Ecological issues
- 4.3.5 Flood Risk and drainage
- 4.3.6 Highways (including access and parking)
- 4.3.7 Access for all

4.4 In relation to the main planning considerations:

4.4.1 Principle

The site is located within the development boundary of Prestatyn and also within the defined town centre. This makes the principle of the proposed retail element of the scheme acceptable. It is important, however, to assess the proposal against the relevant LDP Policy criteria as follows.

General Planning Policy Context

The main policies in the Local Development Plan (LDP) which are relevant to the principle of the development are:

Policy PSE 6 – This Policy reinforces Welsh Government Policy aiming to direct new retail development towards town centres in the first instance. The application site is located within the town centre of Prestatyn on a site containing existing retail uses and adjacent to an existing retail shopping park. The net increase in retail floor space is around 2000sq.m and it is considered that this will enhance the retail offer for Prestatyn and boost the existing town centre further.

Policy PSE 7 – This Policy helps to support Policy PSE 6 above and merely highlights the retail allocations across the County. The application site, as an existing retail site within the town centre, is considered to be such an allocation and the proposal is, therefore, in compliance with the Policy.

Policy PSE 8 – This Policy seeks to promote retail development within town centres that will enhance the vitality and viability of the centres. Clearly, the proposal will do this by providing further retail units in a sustainable location enhancing links to the main High Street.

Policy RD 1 – This Policy seeks to ensure any development would be sustainable and promotes good design principles. It includes some 14 criteria against which proposals should be assessed. The relevant criteria for this proposal and the assessment of compliance are set out below.

Criteria i) Respect the site and surroundings – It is considered the siting of the new units has taken account of neighbouring land uses and the adjacent Conservation Area. The scale has been reduced from the existing units on the shopping park and the setting of the units respects the area in terms of building lines and layouts.

Criteria iii) Protects and enhances the historic environment – it is considered the replacement of some rather dated and poor quality units in this location with the modern, light and glazed units would serve to enhance the nearby Conservation Area.

Criteria iv) Does not unacceptably affect prominent views – It is considered that by setting the new units back from Nant Hall Road and reducing their height has

addressed this criteria.

Criteria v) Incorporates landscape and contours – it is considered the existing site is of poor standard in terms of landscape and site contours. The removal of the existing buildings and their replacement with the modern units and co-ordinated landscaping/surfacing to match the adjacent shopping park would enhance the landscape value of the site.

Criteria vi) Impact on nearby residential amenity – See separate section below.

Criteria vii) Provides safe access for disabled persons, pedestrians, cyclists and vehicles – See separate section below.

Criteria viii) Impact on local highway network – See separate section below.

Criteria ix) Adequacy of public facilities – It is considered that the site is very well served in terms of existing facilities. The location is close enough to bus and rail stations. It will have good and improved pedestrian and cycle links and is close to other amenities such as tourist information, cinema and Council buildings.

Criteria x) Does not prejudice land safeguarded for other uses – The site is only safeguarded for retail development having regard to its town centre location. As such this is in full compliance with the criteria.

Criteria xi) Satisfies any flood or drainage issues - See separate section below.

Criteria xii) Takes account of personal and community safety issues – The scheme will be incorporated into the CCTV arrangements for the main site. As such, it is considered that the scheme will be acceptable from a personal and community safety perspective.

Criteria xiii) Scheme will be adequately landscaped – the submitted Design and Access Statement highlights the landscaping concept for the site. Hard and soft landscaping will be incorporated which match that on the existing shopping park. Species will be selected that will thrive in this type of environment with hard landscaping providing modern and attractive features as on the main site.

Criteria xiv) Has regard to the generation and treatment of waste – It is considered that, as with the main site, adequate provision will be made and controlled for the retail based waste produced. This will be dealt with in protected and screened servicing areas.

Policy RD 5 – Welsh Language – The existing shopping park contains bilingual signage at the main entrance points off the High Street and Nant Hall Road. Should any further directional signage be required for this development a condition can be imposed requiring bilingual signage.

Policy ASA 2 – Provision of Sustainable Transport Facilities – This Policy seeks to ensure that, when required, developments make adequate provision for sustainable transport facilities. In this case, as mentioned previously, the site is located in the town centre which is well served by bus, rail and taxi as well as on foot or bike.

Policy ASA 3 – Parking Standards – This Policy seeks to ensure, in line with standards set within supplementary guidance, adequate on-site parking is provided for cars, motorcycles and cycles. In addition requisite disabled facilities are also required. Highway engineers are satisfied that the amount of car parking/disabled parking proposed to be provided on the site meets the relevant standards for a development of this type.

4.4.2 Visual amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which are matters relevant to the visual impact of development; test (vi) requires that development does not unacceptably affect prominent public views into, out of, or across any settlement or area of open countryside; test (vi) requires the incorporation of existing landscape or other features, takes account of site contours, and changes in levels and prominent skylines; and test (xiii) requires the incorporation of suitable landscaping measures to protect and enhance development in its local context.

The application has been revised from its original submission in order to address the potential visual impacts. The site is located on a main thoroughfare into and out of the Conservation Area on Prestatyn High Street. Whilst the existing buildings on the site are not of any architectural merit and there is a broad mix of building types and designs on Nant Hall Road it was important for the new retail units to have an acceptable visual feel in their surroundings. The scale, therefore, of the new units was reduced to have regard to neighbouring buildings on Nant Hall Road. In addition, the buildings have been sited so as not to protrude too far forward in the street scene. By introducing more glazing to the Nant Hall Road frontage an attempt has been made to create more of a welcoming and open customer feel to what is effectively the back of the units. Screening is being provided to the service yard by way of a brick wall. This wall will attempt to match brickwork seen already on the road. It is considered that the units will change the character of this part of Nant Hall Road but, having regard to what is on site currently, there are no material reasons to refuse the scheme on visual grounds.

The new car parking area to the east of the site will be a flat area of hard surface. The only visual impact will be from the proposed security lighting. Having regard to controls on the use of the car park and the timing of the lighting it is considered that the visual impact of the new car park area will be minimal.

4.4.3 Residential amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which touch on the potential for impact on residential amenity; test (vi) sets the requirement to assess the impact of development on the amenities of local residents, other land and property users, or characteristics of the locality, in terms of increased activity, disturbance, noise, dust, fumes, litter, drainage, light pollution, etc.

The closest residential properties to the new retail units are the elderly persons flats on the opposite side of Nant Hall Road. The new build units will clearly have an impact on the amenity of these flats by reason of their proximity, size and scale. The units have been angled so as to minimise this impact with the closest point of the new units being some ____m from the flats. The height of the units has been reduced by 1.2m from those already on the main park. It is for these reasons that it is not considered that the size, scale and proximity of the units would have a significantly detrimental impact upon the amenity of the residents of the flats on Nant Hall Road. The movement of traffic on Nant Hall Road is currently governed by the existing retail units on site as well as the movements associated by people coming into and out of the High Street. It is clear that by creating a new servicing arrangement off Nant Hall Road for the new retail units this will impact upon the amenity of residents on this road. However, strict delivery times will need to be adhered to and a screen wall is being provided to further reduce visual, noise and disturbance impacts on residents. There will definitely be an increased impact upon those persons living directly opposite the new units, however, given the controls to be applied to deliveries and the level of activity in this retail area currently, it is not considered that these impacts would be sufficient to refuse planning permission.

The proposed additional 50 staff car parking spaces to the east of the site would also potentially give rise to increased impacts upon residents backing on to this part of the site at Parc Bodnant. For this reason it is important to ensure the extended car park for staff is managed appropriately. Conditions will be applied which control the use of the car park, its security and lighting. It is considered these conditions, which have also been agreed with some nearby residents, would adequately control any increased impacts in this area.

4.4.4 Ecology

Local Development Plan Policy RD 1 test (iii) requires development to protect and where possible to enhance the local natural and historic environment. Policy VOE 5 requires due assessment of potential impacts on protected species or designated sites of nature conservation, including mitigation proposals, and suggests that permission should not be granted where proposals are likely to cause significant harm to such interests. This reflects policy and guidance in Planning Policy Wales (Section 5.2), current legislation and SPG 18 – Nature Conservation and Species Protection, which stress the importance of the planning system in meeting biodiversity objectives through promoting approaches to development which create new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable.

The site is currently hard surfaced and developed. The demolition of the existing units and the new build are not considered to have any negative impacts on any biodiversity or ecological interests.

4.4.5 Flood Risk and Drainage

Local Development Plan Policy RD 1 test (xi) requires that development satisfies physical or natural environmental considerations relating to drainage and liability to flooding. Planning Policy Wales Section 13.2 identifies flood risk as a material consideration in planning and along with TAN 15 – Development and Flood Risk, provides a detailed framework within which risks arising from different sources of flooding should be assessed.

The scheme has been supplemented by a Flood Consequences Assessment as well as a Drainage Strategy. Both documents have been scrutinised by specialists at Natural Resources Wales and Dwr Cymru. Subject to standard conditions dealing with surface water management neither organisation has raised any objections to the proposal.

Highways (including access and parking)

Local Development Plan Policy RD 1 tests (vii) and (viii) oblige provision of safe and convenient access for a range of users, together with adequate parking, services and manoeuvring space; and consideration of the impact of development on the local highway network. Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. These policies reflect general principles set out in Planning Policy Wales (Section 8) and TAN 18 – Transport, in support of sustainable development.

Highway Officers have assessed the proposed scheme in light of the submitted Transport Assessment and supplementary transport information. Meetings have taken place between the developer and Highway Officers in order to ensure any increased impacts on the existing highway network have been fully addressed. It is evident that improving the retail offer in this part of the town could give rise to increased traffic movements in and around the area. However, the model calculations for the increased floor space proposed shows that any increases in traffic will not be significant. It is considered that those already visiting the shopping park will make the linked trip to any new units.

That said, the developers have acknowledged that the existing highway infrastructure will need to be monitored for a specified period once the new stores are open. Traffic lights and junctions will be looked at to assess any increased usage. There are limits to what further improvements can be made to the existing network given the nature of the roads in the town. However, the developer has accepted that relevant work will be done with the Highway Authority to address any potential issues or hot spots in the town once the development is operational. Planning conditions will be imposed which will oblige the developer to do this.

Work has also taken place between the developer and the Highway Officers in trying to improve safety and convenience for all users of the highway on Nant Hall Road. The Highway Officers are content with the improvements shown. Those improvements coupled with strict controls on delivery times for the units will create an acceptable highway arrangement, in the Officers view. Adequate provision has been made for cycle parking with the increased staff and customer spaces also meeting relevant guidance criteria. Furthermore, the developer has agreed to fund additional surfacing improvements off-site to enable easier links to the High Street and the surrounding streets. It is not, therefore, considered that the scheme will have any significant detrimental impact upon highway safety or parking in the town.

Access for all

Local Development Plan RD 1 test (vii) obliges consideration be given to safe and convenient access for disabled people within developments.

It is considered that the access points into the site can be designed to ensure safe and convenient access for pedestrians, cyclists and wheelchair users. The buildings will be DDA compliant and any improvements to the surfacing of pavements and alleys in the area will only serve to improve the situation for wheelchair users.

5. SUMMARY AND CONCLUSIONS:

The site is located within the development boundary of Prestatyn. It is within the town centre and contains existing retail development. The proposed retail development is, therefore, acceptable.

The new build units will create additional retail floor space which will meet the relevant retail policies of the LDP for town centres.

The new build units will have an impact upon the visual and residential amenity of those persons residing close to the site on Nant Hall Road. However, the size, scale and design of the units have been amended to minimise such impacts with the access and use of the service yard controlled through planning conditions. Neighbouring land users have been fully considered in the proposal with every effort made to minimise impacts during and after construction. There will be enhancements proposed within the scheme which will attempt to increase footfall into the High Street via Nant Hall Road with the developer funding resurfacing works around the site and beyond. In addition improvements and enhancements will be provided to increase pedestrian and cycle safety along Nant Hall Road.

Whilst it is anticipated that the vehicle movements in and around the site will increase slightly they are not considered enough to warrant any strong concerns about the adequacy of the existing network. This will be monitored once stores are open and addressed by the developer if it is deemed necessary.

In conclusion it is considered that the scheme complies with the relevant policies in the adopted LDP. Further retail development of the type proposed will enhance the offer in the town bringing a further boost to jobs and the economy of the area. Any potential negative impacts are outweighed by the positive economic benefits.

RECOMMENDATION: GRANT- subject to the following conditions:-

1. The development to which this permission relates shall be begun no later than the expiration of five years beginning with the date of this permission.
2. Prior to the final construction of any brickwork associated with the buildings or walling on site a sample panel of the brickwork proposed to be used shall be erected on site for agreement with the Local Planning Authority. Only that brickwork subsequently approved shall be used thereafter unless otherwise agreed in writing by the Local Planning Authority.
3. No external ventilation/refrigeration equipment or electrical or mechanical plant shall be installed on any building or within the site without the written agreement of the local planning authority to the precise siting, design and external appearance, and the operation of such equipment shall not be permitted to exceed the noise levels agreed in conjunction with condition 5 of this permission.
4. The retail units, related service yards and ancillary plant and machinery, including any sited within areas on the roof of a store shall not be brought into operation until the written approval of the local planning authority has been obtained to the maximum permissible noise levels arising there from, as measured from the facade of nearby residential properties. The agreed levels shall not exceed those specified within the SRL Technical Report dated June 2014.
5. **PRE-COMMENCEMENT CONDITION**
No development shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority, a detailed scheme of hard and soft landscaping for the site, and such scheme shall include details of:
 - (a) all existing trees, hedgerows and other vegetation on the land, details of any to be retained, and measures for their protection in the course of development.
 - (b) proposed new trees, hedgerows, shrubs or vegetation, including confirmation of species, numbers, and location and the proposed timing of the planting;
 - (c) proposed materials to be used on the driveway(s), paths and other hard surfaced areas;
 - (d) proposed earthworks, grading and mounding of land and changes in levels, final contours and the relationship of proposed mounding to existing vegetation and surrounding landform;
 - (e) Proposed positions, design, materials and type of boundary treatment.
6. All planting, seeding, turfing, fencing, walling or other treatment comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the final dwelling of the development and any trees or plants which, within a period of five years of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
7. **PRE-COMMENCEMENT CONDITION**
No development shall take place until the applicant(s), their agents or successors in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority
8. The developer shall provide a suitable grease trap to prevent entry into the public sewerage system of matter likely to interfere with the free flow of sewer contents, or which would prejudicially affect the treatment and disposal of such contents.
9. No external lighting of the buildings or the car parking areas shall be permitted without the prior written approval of the local planning authority to details of the type and position of the lights, column sizes, design and hooding, the level of luminance and proposed hours of use.
10. No external lighting of the buildings or the car parking areas shall be permitted without the prior written approval of the local planning authority to details of the type and position of the lights, column sizes, design and hooding, the level of luminance and proposed hours of use.

11. The development hereby permitted shall be carried out in accordance with the approved Flood Consequences Assessment (FCA) (5000-UA007228-UU41R-02, Hyder Consulting (UK) Limited 29th July 2014) and the following mitigation measures detailed within the FCA:
 " Finished Floor Levels to be set no lower than 5.17m above Ordinance Datum (AOD)
 " A flood management plan to be produced with appropriate warning and evacuation procedures and provided to the future owners/tenants of the retail units.
 The mitigation measures shall be fully implemented prior to occupation of the units and subsequently maintained in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may be agreed in writing with the Local Planning Authority.
12. Prior to the occupation and use of the retail units hereby permitted the applicant shall submit for approval by the Local Planning Authority a traffic count review strategy. The strategy shall include the methodology for calculating and assessing traffic visiting the shopping park pre and post development detailing the review periods. If the review reveals a count greater than that predicted in the submitted traffic assessment information, the means to address this identified increase shall be agreed and subsequently implemented in full thereafter.
13. There shall be no deliveries made to the retail units within the application site between 0800hrs-0900hrs and 1430hrs-1600hrs Monday to Friday.
14. The lighting associated with the staff car parking area hereby permitted shall be switched off between the following hours: 2100hrs-0700hrs Monday to Saturday and 1900hrs-0700hrs on Sundays.
15. Prior to the occupation and use of the retail units hereby permitted the applicant shall submit for approval by the Local Planning Authority a scheme of pedestrian and cycle safety improvements to the Nant Hall Road roundabout junction. Only those details subsequently approved shall be implemented in full thereafter prior to the first opening of the retail units.
16. Prior to the occupation and use of the retail units hereby permitted the footpath re-surfacing works shown on drawing no. 2013-238/840 Rev B received by the Local Planning Authority 18th November 2014 shall be completed to the satisfaction of the Local Planning Authority.

The reason(s) for the condition(s) is(are):-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. In the interests of the visual amenity of the site and surroundings.
3. In the interests of residential amenity.
4. In the interests of residential amenity.
5. To ensure a satisfactory standard of development, in the interests of visual amenity.
6. To ensure a satisfactory standard of development, in the interests of visual amenity.
7. In the interests of archaeological investigation and recording.
8. In the interests of the public sewerage system.
9. To protect the amenities of occupiers of nearby properties.
10. To protect the amenities of occupiers of nearby properties.
11. To manage the risk of flooding.
12. In the interests of the safe and free flow of traffic on the public highway.
13. In the interests of residential amenity and pedestrian safety.
14. To protect the amenities of occupiers of nearby properties.
15. In the interests of pedestrian, cycle and vehicle safety.
16. In the interests of pedestrian safety.

NOTES TO APPLICANT:

None