

PLANNING COMMITTEE	DATE: 24/09/2018
REPORT OF THE SENIOR PLANNING AND PUBLIC PROTECTION MANAGER	DOLGELLAU

**Number: 1**

**Application Number: C18/0684/16/R3**

**Date Registered: 02/08/2018**

**Application Type: Regulation 3**

**Community: Llandygai**

**Ward: Arllechwedd**

**Proposal: Create a new car park to include drainage work, excavation, signage together with street lighting**

**Location: Parc Bryn Cegin, Llandygai, Bangor, Gwynedd, LL574HP**

**Summary of the Recommendation: TO APPROVE WITH CONDITIONS**

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## 1. Description:

- 1.1 This is an application to create a new car park, including associated work, on the existing vacant plot at Parc Bryn Cegin, Llandygai (Plot 1). The intention of the plan is to provide Park and Share facilities as part of a wider plan to place such facilities in strategic locations across north Wales to alleviate the likely transportation impact during the construction phase of Wylfa Newydd power-station. The site will provide parking spaces for approximately 178 cars with 12 disabled parking spaces, 11 electric car charging points, bicycle and motorcycle storage together with a bus stop. The surface of the facility will be formed of tarmacadam with new landscaping to reinforce the screening around the site.
- 1.2 The facility would have an area of 0.955ha and situated on the Bryn Cegin Strategic Regional Business Site. It would be approximately 1km south of the development boundary of the Bangor Sub-regional Centre, as defined by the Anglesey and Gwynedd Joint Local Development Plan (LDP).
- 1.3 The following documents were submitted in support of the application:
- Initial Ecological Assessment
  - Noise Evaluation
  - Transport impact Assessment
  - Design and Access Statement
  - Geo-technical Desktop Assessment Report

## 2. Relevant Policies:

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be made in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.
- 2.2 Under the Well-being of Future Generations (Wales) Act 2015 the Council has a duty not only to carry out sustainable development, but also to take reasonable steps in exercising its functions to meet its sustainable development (or well-being) objectives. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act, and in making the recommendation the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. It is considered that there would be no significant or unacceptable impact upon the achievement of well-being objectives as a result of the proposed recommendation.
- 2.3 **Gwynedd and Anglesey Joint Local Development Plan. (July 2017)**

PS 4: SUSTAINABLE TRANSPORT, DEVELOPMENT AND ACCESSIBILITY

PCYFF 2: DEVELOPMENT CRITERIA

PCYFF 3: DESIGN AND PLACE SHAPING

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PCYFF 4: DESIGN AND LANDSCAPING

TRA 4: MANAGING TRANSPORT IMPACTS

PS 9 WYLFA NEWYDD AND RELATED DEVELOPMENT

PS 12: WYLFA NEWYDD - PARK AND RIDE AND PARK AND SHARE FACILITIES.

PS13 : PROVIDING OPPORTUNITIES FOR A FLOURISHING ECONOMY

CYF 1 : SAFEGUARDING, ALLOCATING AND RESERVING LAND AND UNITS FOR EMPLOYMENT USE

CYF 3 : ANCILLARY USES ON EMPLOYMENT SITES

AMG 5 : LOCAL BIODIVERSITY CONSERVATION

#### **2.4 National Policies:**

Planning Policy Wales, Edition 9, 2016.

Technical Advice Note 23: Economic Development (2014)

#### **3. Relevant Planning History:**

C06A/0819/16/LL - ERECTION OF ELECTRICITY SUB-STATION, ANCILLARY ACCESS ROAD, AND INDEPENDENT ACCESS TO THE WATER PUMPING STATION - Approved 02/01/07

C05A/0390/16/MG - DEVELOPMENT OF ESTATE ROAD AND ASSOCIATED INFRASTRUCTURE, CREATION OF DEVELOPMENT PLATEAU AND STRUCTURAL LANDSCAPING - Approved 07/07/05

C04A/0765/16/LL - CONSTRUCTION OF NEW ROUNDABOUT ACCESS AND PHASE ONE OF THE ESTATE ROAD (APPROVAL OF RESERVED MATTERS UNDER OUTLINE APPLICATION C00A/0361/16/AM) - Approved 14/04/05

C04A/0765/16/LL - CHANGE OF CONDITIONS 4, 16, 17, 19 AND 23 OF OUTLINE PERMISSION C00A/0361/16/AM, RELATING TO THE IMPLEMENTATION AND COMPLETION OF THE DETAILS REGARDING THE ROAD, INFRASTRUCTURE, DRAINAGE AND "DEVELOPMENT BRIEF" DETAILS AND "ENVIRONMENTAL STATEMENT" IN FULL BEFORE ANY OTHER DEVELOPMENT TAKES PLACE - Approved 11/01/05

C04A/0374/16/LL - CHANGE OF CONDITION 2 OF OUTLINE PERMISSION NUMBER C00A/0361/16/AM IN RELATION TO USING LAND FOR THE PURPOSES OF USE CLASS B1 (BUSINESS) AND B2 (INDUSTRIAL), PROVISION OF NEW ACCESS, INFRASTRUCTURE AND PLANTING IN ORDER TO EXTEND THE TIME TO SUBMIT A DETAILED APPLICATION FROM 23/01/04 TO 23/01/06 AS REFERRED TO IN A SECTION OF THE TOWN AND COUNTRY PLANNING ACT 1990) - Approved 28/07/04

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C00A/0361/16/AM - USE OF LAND FOR CLASS B1 PURPOSES (BUSINESS) AND B2 (INDUSTRIAL), PROVISION OF NEW ACCESS, INFRASTRUCTURE AND PLANTING - Approved 03/01/01

#### 4. Consultations:

Community/Town Council:	Against
Transportation Unit:	No objection
Welsh Government (Transportation) :	Do not intend to give instruction on this application.
Natural Resources Wales:	No objection
CADW :	No observations to offer
Biodiversity Unit:	Not received
Public Protection:	Not received
Land Drainage Unit:	Not received
Welsh Water	Observations: Request a condition to ensure that a drainage plan is submitted prior to the commencement of any development on the site Standard observations for the applicant.
Public Consultation:	A notice was posted on the site and nearby residents were notified. The advertisement period has expired and no responses have been received.

#### 5. Assessment of the material planning considerations:

##### The Principle of the Development

- 5.1 It is a requirement that planning applications be determined in accordance with the adopted development plan, unless other material planning considerations state otherwise. The Anglesey and Gwynedd Joint Local Development Plan (LDP) is the adopted 'Development Plan' in this case. The application site is located outside the development boundary of the Sub-regional Centre of Bangor as defined in the LDP and it is part of a site that has been protected as a Strategic Regional Business Site.
- 5.2 There are two specific policies within the LDP that are extremely relevant to this proposal and the development will be assessed in the context of the following policies:

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STRATEGIC POLICY PS 12: WYLFA NEWYDD - PARK AND RIDE AND PARK AND SHARE FACILITIES.

- 5.3 This policy sets out three criteria for the planning authority to consider when determining park and ride and park and share facilities for Wylfa Newydd. Looking at these in turn:
1. The first criterion requires that a site is located within or adjacent to development boundaries of centres located along or close to the A5/ A55 - considering that this site is approximately 1km from Bangor and 500m from the main Llys y Gwynt roundabout where the A5 meets the A55, it is considered that the location directly meets with the requirements of this criterion.
  2. Secondly, proposals should make appropriate provision for alternative modes of transport - by looking at the alternative modes of transport in terms of this plan:  
 Walking - there are existing footpaths near the roads that lead to the site and it is proposed to ensure that a footpath is available to link the site with the existing paths. The site is in an accessible location to walk from Llandygai and Talybont.  
 Cycling - the site is within accessible distance for cycling from places such as Bangor and Bethesda with Lôn Las Ogwen passing to the east. It is proposed to ensure a suitable link with existing facilities and there will be provision to park bicycles securely on the site.  
 Public transport - the public bus stop in Llandygai is approximately 600m from the site and it is proposed to erect a new bus stop as part of this development for shuttle buses for Wylfa employees.
  3. That appropriate measures are in place to mitigate negative impacts on the amenities of local communities - these matters will be discussed further on in this report.
- 5.4 In considering the above discussion, it is considered that this proposal meets with all the criteria of Policy PS 12 in the LDP.

STRATEGIC POLICY PS 9: WYLFA NEWYDD AND RELATED DEVELOPMENT

- 5.5 There are a number of criteria in this policy that need to be assessed to ensure compliance and the relevant ones are discussed below:
3. This requires that it should be ensured that highways and transport proposals form part of the integrated traffic and transport strategy that minimises adverse transport impacts and promotes multi-modal travel and encourages sustainable forms of transport - this plan is a total response to this criterion as it looks to create a location that would facilitate using alternative modes of transport for those working on the Wylfa scheme. Getting to the site would be convenient for several modes of transport and would facilitate multi-modal travel making it easy for employees to catch the shuttle buses or share cars and ensure that a great deal less transport use the local road network, and the bridges especially, when trying to reach Wylfa.
  10. This requires that infrastructure facilities will be provided for Wylfa construction workers, for example, park and ride or park and share facilities, are designed so they can be made available where appropriate to serve a community legacy use - in this case it is intended to retain the parking facility for community use once the need by Wylfa construction workers has ended. In considering the strategic and convenient location of the proposed facility, it

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is deemed that such a facility may be a valuable legacy for the north east Gwynedd.

12. That all the proposals are served appropriately by a transportation infrastructure - a Transportation Impact Assessment has been provided with the application and this comes to the conclusion that the local road network can cope with any additional traffic that derives from the facility without any detrimental impacts.
- 5.6 As can be seen from the above discussion, this proposal is in keeping with the appropriate criteria for such developments in Policy PS 9 of the LDP.

### **Economic Development**

- 5.7 Parc Bryn Cegin is protected as a Strategic Regional Business Site for businesses in Use Classes B1, B2 and B8 by policy CYF 1 in the LDP. Policy CYF 3 encourages protecting specified business sites for the use earmarked unless there are exceptional circumstances for alternative use. The policy sets out four criteria to assess such proposals:
1. There is overwhelming justification for the facility - because of the strategic importance of this plan and the transport and economic advantages that will derive from it, it is considered that there is a strong overwhelming justification in this specific case.
  2. The scale of development is primarily in keeping with the needs of the workforce on the employment site - in accepting that this plan has not been formulated to meet the requirements of workers at Parc Bryn Cegin, it has been formulated specifically for workers from Gwynedd who will work on an employment site of strategic importance.
  3. That the proposed development would not in itself or cumulatively undermine the function of the employment site - in considering the status of Parc Bryn Cegin as a strategic regional business location and for this development to be a development of strategic importance to support economic growth in north west Wales, it is deemed that the proposal is totally consistent with the strategic function of the site.
  4. That the development would not lead to an under provision of B1, B2 or B8 employment land - in considering that this development would use less than one hectare of the 36 hectare business site, it is not considered that it would have a significant impact on the availability of such land on the site. Indeed, due to the nature of the development if a need arises in future, there would be no practical barrier to develop the site for business use if required.
- 5.8 In considering the above discussion, due to the strategic importance of the plan to ensure the prosperity of Gwynedd communities, it is considered that there is exceptional justification to grant the proposed development on the designated employment site in accordance with Policy CYF 3 of the LDP.
- 5.9 Strategic Policy PS 13 in the LDP aims to facilitate economic growth by supporting several aspects of the local economy including supporting economic prosperity by facilitating appropriately scaled growth. This is a plan to provide an important facility for strategically important economic development and it is considered that the proposal is at an appropriate scale for its location site within an existing industrial site. It is therefore considered that the proposal satisfies the requirements of policy PS 13 in the LDP.

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### **General and residential amenities**

- 5.10 Generally, policies PCYFF 2 and PCYFF 3 of the Joint Local Development Plan encourage approval of proposals for new developments as long as they do not have a detrimental impact on health, safety or the amenities of the residents of local properties or on the area in general.
- 5.11 Due to its location on an industrial estate that has already received planning permission, it is not considered that this parking site would cause a detrimental impact the site's general appearance or impact on the area's visual amenities compared to what has already been approved. Indeed, the plan includes landscaping proposals that will include reinforcing the existing screening with a species of native trees and shrubs and this, together with the natural screening given by the natural landscape, would hide the site from most public viewpoints.
- 5.12 The three residential properties of Rhos Isaf back onto the site and the development would be seen from the rear of these properties. Having said this, the parking site would be at a level lower than the houses and the existing outhouse together with the new tree screen would be between these locations. It is also necessary to consider the type of industrial development this may bring to the site under its designation for industry in the LDP and it is not deemed that the plan for this parking area is likely to be more harmful than what could occur from industrial use in terms of its visual impact.
- 5.13 A Noise Evaluation was submitted with the application and came to the conclusion, in considering that most of the activity will be on the site during the peak hours when traffic noise is already substantial in the area due to the proximity of the A5 and the A55, that the proposed development will not be likely to generate unacceptable noise impact to the neighbours.
- 5.14 Generally, it is considered that the arrangement of the proposed development is in keeping with the location in an acceptable manner. It is not considered that the proposed changes will cause significant harm to the amenity quality of the site or the local neighbourhood compared to what could occur on the site under its designation in the LDP and therefore it is considered that the development is acceptable under Policies PCYFF 2 and PCYFF 3 of the LDP as they relate to these matters.

### **Highways matters**

- 5.15 The Transportation Unit nor the Welsh Government's Transportation Department had no objection to the plan in terms of its impact on transport. The development would use the road network designed for the industrial estate and therefore the existing infrastructure has been designed to cope with the likely transport levels as anticipated. The Transport Impact Assessment comes to the conclusion that the local transport network can take on this additional transport without any problems.
- 5.16 When looking at the LDP policies that deal specifically with transportation, Strategic Policy PS 4 supports schemes that will improve transport by providing park and ride / share facilities for areas of employment. Policy TRA 2 encourages parking provision for all modes of transport in accordance with the Councils' Parking Standards whilst TRA 4 promotes the most sustainable modes of transport. Bearing in mind that this is a plan that has been designed specifically to promote sustainable modes of transport on the local road network, it is deemed that the plan meets with the requirements of the LDP's policies concerning transportation.

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## **Biodiversity**

- 5.17 An Initial Ecological Report has been submitted with the application that sets a series of recommendations to maintain and enhance biodiversity on the site. The recommendations of the report are welcomed by Natural Resources Wales and it is considered that these proposals meet with the requirements of Policy AMG 5 of the LDP that encourages proposals to protect, and where appropriate, to enhance the area's biodiversity.

## **6. Conclusions:**

- 6.1 As a result of the above assessment, it is not considered that the proposal is contrary to any material planning policy within the LDP and the proposed development is an appropriate for the site and is likely to be of a strategic importance to the county. Consideration was given to all material issues raised during the consultation process and it is not believed that the proposal is likely to cause any unacceptable detrimental impact to nearby residents or the community in general.

## **7. Recommendation:**

- 7.1 To approve the application subject to material planning conditions involving:
1. Time
  2. In compliance with the plans
  3. A drainage plan must be submitted prior to the commencement of the development
  4. The development shall be implemented in accordance with the recommendations of the environmental report.
  5. The landscaping shall be undertaken in the next planting season following the completion of development and shall be maintained thereafter.

### Notes

1. Welsh Water
2. Natural Resources Wales