

PLANNING COMMITTEE	DATE: 15/10/2018
REPORT OF THE SENIOR PLANNING AND PUBLIC PROTECTION SERVICE MANAGER	CAERNARFON

Number: 4

Application Number: C18/0744/23/R3

Date Registered: 17/08/2018

Application Type: Regulation 3

Community: Llanrug

Ward: Cwm-y-Glo

Proposal: Creation of new car park, access, street lighting along with associated engineering works

Location: Land near Cibyn Industrial Estate, Caernarfon, Gwynedd, LL552BD

Summary of the Recommendation: TO APPROVE SUBJECT TO RECEIVING OBSERVATIONS FROM THE WELSH GOVERNMENT (ECONOMY AND INFRASTRUCTURE DEPARTMENT

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1. Description:

- 1.1 This is a full application to create a park and share facility for the construction work of the Wylfa Newydd Nuclear Power Station in Anglesey. The facility will accommodate approximately 153 vehicles and will be located between the Council's Highways Depot on the periphery of the Cibyn Industrial Estate in Caernarfon and the route of the proposed Bontnewydd bypass. It is proposed to use the site for construction workers during the phase of building the power station and once it is completed the park and share spaces will then be available for use by the public. There will be eight disabled parking spaces, with six charging points for electric vehicles, a bus stop and shelter, a shelter for 10 bicycles and seven parking spaces for motor bikes.
- 1.2 The site's surface area will be 0.95ha with access from the class 1 county road, the A4086 (Llanberis Road) and also from Cibyn Industrial Estate. The proposal will also include installing street lighting, landscaping and creating an underground attenuation pond to be used as a soakaway.
- 1.3 The following documents were received as part of the application:-
- Design and Access Statement.
 - Assessment of Ecological Impacts
 - Managing Geotechnical Risks - Preliminary Report
 - Transport Impact Assessment

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 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the seven well-being goals within the Act. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act. In reaching 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.
- 2.3 **Gwynedd and Anglesey Joint Local Development Plan 2011-2026 (LDP) adopted 31 July 2017:-**
- Policy PS4 - Sustainable Transport, Development and Accessibility
- Policy PCYFF1 – Development Boundaries.
- Policy PCYFF2 – Development Criteria.
- Policy PCYFF3 – Design and Place Shaping.
- Policy PCYFF4 – Design and Landscaping.

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Policy TRA2 – Parking Standards

Policy TRA4 – Managing Transport Impacts.

Policy PS9 – Wylfa Newydd and Related Development.

Policy PS12 – Wylfa Newydd – Park and Ride and Park and Share Facilities.

Policy AMG5 – Local Biodiversity Conservation.

2.4 National Policies:

Planning Policy Wales, Edition 9 (2016).

Technical Advice Note 23: Economic Development (2014).

3. Relevant Planning History:

3.1 There is no relevant planning history to this particular site.

4. Consultations:

Community/Town Council:	No response.
Transportation Unit:	No objection to the proposal, but recommend a condition to limit the use of the site to the proposed bypass access as it will not be possible to use the car park unless the bypass and associated roads are in place.
Natural Resources Wales:	No response.
Welsh Water:	Standard condition regarding the disposal of surface water from the site.
Public Protection Unit:	Due to the proximity of a historical landfill site to the application site there will be a need to submit a desk top survey to assess the potential pollution risk for the site. This can be secured by including an appropriate condition should this application be approved.
Welsh Government (Economy and Infrastructure Department):	There will be a need to confirm that the proposal will not have a detrimental impact on the proposed roundabout for the A487 (the bypass) near Cibyn.
Biodiversity Unit:	No response.

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Public Consultation: Notices were posted near the site and nearby residents were informed. The advertising period has expired and correspondence was received objecting on the following grounds:

- Due to the location of the proposed bypass and this car park opposite the property known as Fferm Bodrual, they will have a detrimental impact on the holiday accommodation business that has now been established for some years. These developments would damage the popularity of the holiday accommodation business and the value of the property.

5. Assessment of the material planning considerations:

The principle of the development

5.1 As the site is located adjacent to, but outside, the Caernarfon development boundary as included in the LDP, policy PCYFF1 is applicable in this instance. The policy states that outside development boundaries, proposals will be refused unless they are in accordance with specific policies in the LDP or national planning policies or that the proposal shows that its location in the countryside is essential. Policies PS12 and PS9 of the LDP apply within the context of this specific policy:

5.2 Policy PS12 sets out three criteria for the Planning Authority to consider when determining park and ride and park and share facilities for Wylfa Newydd, namely:-

- (i) It requires that a site is located within or adjacent to centres located along or close to the A5/A55 where the site is part of a comprehensive method to mitigate transport impacts - this site has been chosen due to its close links with the A5 and A55 along with the proposed bypass and the A486 (Llanberis Road).
- (ii) It requires proposals to make an appropriate provision for alternative modes of transport, including provision for pedestrians and cyclists and, to this end, the Council has an Active Travel Improvement Plan for the A4086 near the application site that includes creating a provision for pedestrians and cyclists. There will be convenient access available for pedestrians and cyclists along with close links to public transport services with two accesses from different directions serving the car park itself.
- (iii) That appropriate measures are in place to mitigate negative impacts on the amenities of local communities - the site is located adjacent to an established industrial estate and the lower part of the site is close to the west of the property known as Fferm Bodrual. However, between the car park site and this dwelling there will be a much larger development in terms of scale and impact, namely the Bontnewydd bypass and it is believed that this section of the car park (which includes a space for an underground soakaway rather than parking spaces) will not significantly undermine the residential and general amenities of this property in terms of noise disturbance and loss of privacy.

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5.3 Policy PS9 includes a number of criteria that need to be assessed for developments linked to Wylfa Newydd and those that apply to this specific developments include:-

- (i) It is required to ensure that highways and transport proposals are part of the integrated traffic and transport strategy that looks at minimising adverse transport impacts and promotes multi-modal travel and encourages sustainable forms of transport – this plan responds to this criterion as it looks to create a location that would facilitate using alternative modes of transport for those working on the Wylfa Newydd construction 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 ensuring that a great deal less transport uses the local road network, and the bridges especially, when trying to reach Wylfa.
- (ii) 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 is deemed that such a facility may be a valuable legacy for Caernarfon catchment given also that it is a similar development to the proposal in Parc Bryn Cegin which has already received planning permission under application number C18/0684/16/R3.
- (iii) All proposals will be serviced appropriately by a transport infrastructure including public transport. A Transport Impact Assessment was submitted with the application stating that suitable infrastructure will be available to service the proposed car park without undermining the existing roads network or undermining the proposed bypass scheme.

5.4 To this end, it is therefore believed that this current proposal is acceptable in principle given that other policies within the LDP permit such a development on this section of land along with the fact that its location opposite the existing established industrial estate is crucial given its proximity and accessibility to the local roads network that will service Wylfa Newydd.

Visual amenities

5.5 Generally, policies PCYFF 2 and PCYFF 3 of the Joint Local Development Plan approve proposals for new developments provided they do not have a detrimental impact on the health, safety or the amenities of the residents of local properties or on the area in general.

5.6 Although the site is located in the countryside, according to the definition of Policy PCYFF1 it is located directly adjacent to the Caernarfon development boundary and Cibyn Industrial Estate on a rectangular section of land that is limited to this form due to the route of the proposed bypass. It is believed that the impact of the bypass will be much larger and broader than the impact of the car park on the local landscape given its design, the landscape plan and the scale of the proposal compared with the design and scale of the adjacent bypass. To this end, therefore, it is believed that the proposal is acceptable based on the requirements of Policy PCYFF2 and CYFF3 of the LDP.

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Residential and General Amenities

- 5.7 As referred to above, correspondence objecting to the application was received from the occupants of the dwelling known as Fferm Bodrual located approximately 100m to the south-east of the application site. They say that the car park along with the proposed bypass would reduce the popularity of the holiday accommodation that is located near the dwelling and would also reduce the property's value. Property values is not a matter that is pertinent to planning, however matters such as noise disturbance and overlooking and loss of privacy are relevant. In the context of this current application, it is believed that creating a car park adjacent to an established industrial estate and to the west of a new bypass would not create a significant increase in noise disturbance (due to vehicular movements) and that it would not affect loss of privacy given the distance between the application site and the property/holiday accommodation of Fferm Bodrual along with the fact that the bypass will be located between the two sites. The bypass has already been through a statutory consultation process along with a public inquiry and matters such as general and residential amenities of nearby occupants have already been expressed and considered within this statutory process. To this end, it is believed that the proposal is acceptable based on the requirements of Policy PCYFF2 of the LDP.

Highways Matters

- 5.8 When looking at the LDP policies that deal specifically with transportation, Policy PS4 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 Council's 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 roads network, it is deemed that the plan meets with the requirements of the LDP's policies concerning transportation. It is noted that the Transportation Unit does not have any objection to the application as submitted but as Welsh Government needs confirmation that the proposal will not have a detrimental impact on the proposed roundabout of the A487 it is recommended that the planning department should be delegated the power to act on the application until a favourable response has been received on the proposal itself.

Biodiversity Matters

- 5.9 An Ecological Impact Assessment was submitted with the application that refers to a number of mitigating measures the developer could implement to reduce any damage to protected species. The Biodiversity Unit had not responded at the time of preparing this report, however, it is believed that should a relevant condition be included with any permission that this would overcome any potential concerns the Unit may have in relation to safeguarding protected species on the application site. It is therefore believed that the proposal complies with the requirements of Policy AMG5 of the LDP.

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 appropriate for the site and is likely to be of a strategic importance to the county. Consideration was given to all material issues, including the objection, and having weighed up the proposal, it is not believed that it is likely to cause unacceptable

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detrimental impact on the amenities of local property occupants, land uses or other properties or to the community in general.

7. Recommendation:

7.1 To delegate powers to the Senior Planning Officer to approve the application subject to receiving favourable observations from the Welsh Government's Economy and Infrastructure Department on grounds of the impact of the car park access on the new roundabout that is part of the Bontnewydd bypass scheme and to the following conditions:-

1. Five years.
2. Comply with the plans.
3. Welsh Water condition regarding the disposal of surface water from the site.
4. Act in accordance with the recommendations of the Ecological Impacts Assessment.
5. The landscaping shall be undertaken in the next planting season following the completion of development and shall be maintained thereafter.
6. Submit a contamination desk top survey.