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PLANNING

**FORMER SEIONT BRICKWORKS, SEIONT MILL
ROAD, CAERNARFON
DESIGN, ACCESS AND PLANNING STATEMENT
SEIONT LTD
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Design, Access and Planning Statement



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1. Introduction

- 1.1 This Design, Access and Planning Statement accompanies an application by Seiont Ltd, for full planning permission for the creation of new vehicular access and alterations to Waunfawr Road, internal access road and use of land for storage purposes, batching of concrete, recycling of inert materials, maintenance of civil engineering plant and the export of finished materials and products at the Former Seiont Brickworks, Seiont Mill Road, Caernarfon.
- 1.2 The site of the former Seiont brickworks factory has been used as a temporary compound in connection with the Caernarfon to Bontnewydd bypass ('the bypass') construction project, under two planning permissions, reference C17/0011/19/MW and C17/0107/19/LL. This area contains offices, mobile concrete batching facilities, heavy plant workshop facilities, materials processing and storage areas and associated car parking.
- 1.3 With the bypass construction nearing completion, this application seeks to facilitate a suitable use for the site on a permanent basis. This application is separate to the intended Development of National Significance application for a gas fired short-term operating reserve (STOR) electricity generation plant which is proposed for an area adjacent to this proposal.
- 1.4 Previous pre-application consultation (PAC) and public consultation have been undertaken in relation to similar proposals back in November 2021 and February 2022. However it should be noted that these related to the temporary use of the site. An EIA screening request was made in March 2022 where the LPA confirmed that such a development would be EIA development. In November 2022, an EIA scoping opinion was provided by the Local Planning Authority (LPA) in relation to the proposal.
- 1.5 Whilst the previous PAC's and EIA advices have been in relation to the temporary use of the site, it is considered that the advice and previous comments are pertinent to a proposal comprising similar use but for a permanent basis. As such, consultation comments received as part of the previous PAC and scoping advice have been considered in preparing the proposals presented in this PAC.
- 1.6 Therefore this PAC seeks to consult regarding the proposed permanent use of the site for storage purposes, plant maintenance and the preparation and export of finished materials and products. The PAC also seeks to consult on the access arrangements to serve the site, which would include formalising the existing haul route and creation of a

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new vehicular access from Waunfawr Road as well as the use of the existing access onto Seiont Mill Road to the south.

- 1.7 Following the enactment of the Planning (Wales) Act 2015 (the Act) the requirement for pre-application consultation on major development schemes was implemented. This includes the provision of a site area over 1ha. The proposed development exceeds the 1ha threshold.
- 1.8 The requirement to carry out pre-application consultation falls under Section 17 of the Act and the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) as amended by the 2016 Order. Guidance on carrying out the pre-application consultation requirements within the Act has been provided by the Welsh Government set out in Article 1 of the Town and Country Planning DMPWO (Amendment) 2016 'Guidance on Pre-application Consultation'.
- 1.9 This Design, Access and Planning Statement is issued as part of a suite of documents for Pre-Application Consultation prior to the submission of a formal planning application.
- 1.10 As required by the Town and Country Planning (Development Management Procedure) (Wales) Order (Amendment) 2016 the statement aims to address the following matters;
- Explain the design principles and concepts that have been applied to the development;
 - Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - Explain the policy or approach adopted as to access, and how policies relating to access in the development plan have been taken into account; and
 - Explain how any specific issues which might affect access to the development have been addressed.
- 1.11 The adopted development plan consists of the Anglesey and Gwynedd Joint Local Development Plan (LDP), which was adopted in July 2017.

2. The site and context

- 2.1 The site of the former Seiont Brickworks lies on the south-eastern side of the town of Caernarfon, which is identified in Figure 2.1.

Figure 2.1 Aerial image identifying the former Seiont Brickworks site



- 2.2 The area is substantially the site of the former Seiont brickworks which comprised a brick clay quarry and brick production factory. The factory area is currently used as a temporary compound in connection with the Caernarfon to Bontnewydd bypass construction project. This area contains offices, mobile concrete batching facilities, heavy plant workshop facilities, materials storage areas and associated car parking.
- 2.3 Access to the application site is available from Seiont Mill Road, which also provides access to a separate brickyard to the south-west of the quarry, which is physically separated from the remainder of the site by the Afon Seiont. There is also a haul route leading north-eastwards across Waunfawr Road which was constructed and used in connection with the construction of the bypass. The application site comprises this haul

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route which is proposed to be constructed as an internal access road connecting the area of the former factory and brickworks site with Waunfawr Road to the north.

- 2.4 There is currently a deep quarry void to the east of the application site which is owned by the applicant. The Caernarfon to Bontnewydd bypass lies beyond the quarry void to the east. Plas Treflan lies to the west of the application site and is also within the applicant's ownership. Afon Seiont runs along part of the western boundary of the application site.
- 2.5 The application site lies outside but in close proximity to the development boundary of Caernarfon.
- 2.6 Due to the proximity of Afon Seiont, the Natural Resources Wales Development Advice Maps (DAM) identify that the north-western extent of the site and the quarry void fall within a C2 flood risk area – an area which is at flood risk, without significant infrastructure defence. The remainder of the site is within flood zone A, which is at little risk of flooding. This is identified in Figure 2.3.

Figure 2.3 Extract of Development Advice Maps identifying extent of C2 flood area (in blue)



Relevant planning history

2.9 A summary of the site's planning history is set out in Table 2.1.

Table 2.1 Summary of planning history for the wider site which includes the application site

Planning application reference	Description	Decision
C01A/0750/14/TC	Lawful use of site as a brick stacking area. (This related to the south of the main quarry site)	Granted 2002
C00A/0441/14/MW	Minerals planning permission, representing a review of an older permission (ROMP)	Granted 10/05/2007
C00A/0442/14/MW	Minerals permission for the continuation of use of land within the quarry site for the re-use/dispersion of mineral waste.	Granted 05/2007
C15/0977/19/LL	Change of use of land for the siting of 3 temporary buildings, parking areas, 2 storage containers together with security fencing in relation to constructing the Caernarfon by-pass	Granted 28/10/2015
C17/0011/19/MW	Use of land as an extension to the existing site compound area and provision of a maintenance shed, office accommodation, welfare and car parking facilities, fuel store, sewage storage tank, mobile concrete batching plant, mobile asphalt batching plant and construction of a haul route (temporary use), • Construction of a new haul road on the northern boundary of the existing quarry with temporary connection to the proposed A487 Caernarfon to Bontnewydd bypass route during the construction period, • Continued extraction of minerals, removal of material from a mineral working deposit and existing stockpile of materials, • Construction of a hardstanding and siting of plant machinery for the processing and screening of materials, • Disposal of inert waste materials for long-term quarry engineering / restoration works.	Granted 05/06/2017
C17/0107/19/LL	Application for temporary planning permission for works associated with the construction of the proposed A487 Caernarfon to Bontnewydd bypass including; • Site compound and provision of a maintenance shed, office accommodation, welfare and car parking facilities, fuel store, sewage	Granted 05/06/2017

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	storage tank, mobile concrete batching plant, mobile asphalt batching plant and provision of a haul route	
C20/0190/19/AC	Application under Section 73 to vary Condition 3 on planning permission C17/0011/19/MW to reach the ground levels agreed in restoration plan no. 3030/16, excavation materials that are surplus to the requirements of the Caernarfon to Bontnewydd bypass project in addition to excavated materials from other sources, shall be deposited at the site in accordance with the NRW permit	Refused

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3. The proposed development

- 3.1 The application seeks permission for permanent use of the land forming part of the former Seiont Brickworks site. The application also seeks to formalise the existing haul route and create a new access onto Waunfawr Road which would serve the proposed use.

Use, amount and scale

- 3.2 The proposed use of the former Seiont Brickworks site includes:
- General storage (B8 use class) extending to 5,350sqm;
 - Concrete batching plant area, where mobile plant would be sited extending to 2,700sqm;
 - Recycling area for soils, construction and demolition waste, (including building to enclose the crusher) extending to 5,800sqm together with associated processes;
 - Plant maintenance and storage area extending to 5,000sqm where the existing workshop/fitter shed would be retained;
 - Siting of portacabins to be used as offices with welfare facilities together with associated parking.

Appearance

- 3.3 There would be very little change to the overall appearance of the site as a result of the proposed development.
- 3.4 The existing plant maintenance building on site will remain. A new similar building will be erected to enclose the proposed crusher to allow for noise mitigation. Other than that there will be no further change to the overall appearance of the site which will remain industrialised.

Layout and access

- 3.5 At present there is a haul route leading north-eastwards from the former Seiont Brickworks site, parallel with the bypass, which has been constructed across former agricultural land. It is proposed to provide a permanent new vehicular connection between the haul route and Waunfawr Road which would be metalled for up to 50m from the entrance. The remainder would provide an internal access road (hard core finish) along the haul route to provide access to the former Brickworks site. No changes

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in land levels along the haul route are proposed. A pedestrian footpath would be provided along the western side of the new vehicular access road into the site, to provide a safe means of access for authorised pedestrians (eg site workforce). An uncontrolled dropped crossing is proposed across the access road near Waunfawr Road.

- 3.6 A 3m footway/cycleway is proposed along part of Waunfawr Road each side of the new access leading to a 2.5m wide footway/cycleway which would run under the bridge which forms part of the Caernarfon to Bontnewydd bypass.
- 3.7 A visibility splay of 4.5m x 70m is provided to the east and west of the new access, achieving the required Stopping Sight Distance. Improvements and alterations are also proposed to Waunfawr Road near the new vehicular access which would involve widening Waunfawr Road to provide a right-hand turn lane (ghost island) for vehicles travelling from Caernarfon.
- 3.8 A new access to serve the neighbouring property of Plas Treflan is proposed from the internal access road and the existing access to Plas Treflan from Waunfawr Road would no longer be used and would be stopped up.
- 3.9 The proposed new access would serve to remove three existing access points; a previous agricultural access where the new access is proposed, vehicular access to Plas Treflan and the access to Seiont Quarry from Waunfawr Road.
- 3.10 The existing vehicular access from Seiont Mill Road would continue to be used. All light vehicles would utilise Seiont Mill Road access, along with some HGV's if travelling from the A487. The majority of HGV's are expected to utilise the proposed new access from Waunfawr Road.
- 3.11 Access to the site would therefore be shared between two access points; Seiont Mill Road and access from Waunfawr Road.

Landscaping

- 3.12 New boundary walling is proposed at the new highway access from Waunfawr Road. This only extends around the entrance. No other landscaping is proposed.

4. Policy context

- 4.1 National and local planning policy guidance considered relevant to the principle of this development is set out in this section.

National planning policy and guidance

- 4.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004, requires that a planning application is determined in accordance with the Development Plan unless material considerations indicate otherwise. Planning Policy Wales (PPW) Edition 11 sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

Future Wales: The National Plan 2040

- 4.3 Future Wales – the National Plan 2040 is the recently produced national development framework which sets the direction for development in Wales to 2040 at a strategic level. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

Planning Policy Wales (PPW) (Edition 11, February 2021)

- 4.4 Paragraph 1.18 of Planning Policy Wales (PPW) states that “Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated.”
- 4.5 PPW is underpinned by the principles of sustainable development and is in line with the Welsh Government’s Well-being agenda as set out in the relevant Act and identifies that local planning authorities should exercise their planning functions with the objective of contributing to the achievement of sustainable development PPW is supplemented by a suite of Technical Advice Notes (TANs). The Welsh Government has also produced guidance on Building Better Places, 2020, in response to the Covid-19 situation.

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- 4.6 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation.
- 4.7 New development should contribute towards the delivery of sustainable development and improve the social, economic, environmental and cultural well-being of Wales.
- 4.8 Paragraph 2.27 states 'Planning authorities should ensure that social, environmental and cultural benefits are considered in the decision-making process...'

Building Better Places (July 2020)

- 4.9 This outlined the Welsh Government's planning response to the COVID-19 pandemic. It states "The location, quality, size and features of our homes has influenced how we managed through the lockdown. The quality, flexibility and adaptability of our built environment has had a huge impact on how we provide healthcare and education, food and medical supplies. During this time, we have also seen the importance of local services and infrastructure with people spending more time in their local neighbourhoods. The continuation of people working from home and more locally is expected to be a long-term trend. We need to plan for these trends and, even more than before, ensure we are building homes and neighbourhoods that are great places to live, with easy access to services and appropriate infrastructure and greenspace."

Technical Advice Notes (TANs)

- 4.10 The relevant TAN's to be referred to for the proposed development are as follows:
- Technical Advice Note (TAN) 11 'Noise' (1997);
 - Technical Advice Note (TAN) 12 'Design' (2016);
 - Technical Advice Note (TAN) 15: 'Development, flooding and coastal erosion' (2021)
 - Technical Advice Note (TAN) 18 'Transport' (2007);
 - Technical Advice Note (TAN) 21 'Waste' (2017); and
 - Technical Advice Note (TAN) 23: 'Economic development'.

Local planning policy and guidance

4.11 The adopted development plan consists of Anglesey and Gwynedd Joint Local Development Plan (JLDP), which was adopted in July 2017. Table 4.2 provides a summary of local planning policy which is of relevance to the proposed development.

Table 4.2 Summary of local planning policy and guidance

Policy	Summary
Strategic Policy PS1: Welsh language and culture	Seeks to promote and support the use of the Welsh language in the Plan area.
Strategic Policy PS 2: Infrastructure and Developer Contributions	The Councils will expect new development to ensure sufficient provision of essential infrastructure (either on-site or to service the site) is either already available or provided in a timely manner to make the proposal acceptable, be means of a planning condition or obligation. Where essential, enabling and necessary infrastructure is required as a consequence of a scheme and cannot be provided on site, financial contributions will be requested, within limits allowed by legislation, to get essential investment off site.
Strategic Policy PS5: Sustainable Development	Development will be supported where it is demonstrated to be consistent with the principles of sustainable development.
Strategic Policy PS6: Alleviating and adapting to the effects of climate change	Developments which have taken account and responded to matters which support alleviating and adapting to the effects of climate change would be permitted.
Strategic Policy PS 13: Providing opportunity for a flourishing economy	Seeks to facilitate economic growth by: <ol style="list-style-type: none"> 1. Safeguarding current land for employment and business uses; 2. Allocating land for employment and business purposes; 3. Facilitate appropriate windfall sites which become available to satisfy additional need; and 4. Supporting economic prosperity and sustainability of rural communities by facilitating appropriately scaled growth of rural enterprises, extension of existing businesses and diversification by supporting the re-use of existing buildings, the development 'live work' units, working from home, and

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	by encouraging the provision of sites and premises in appropriate accessible locations
Strategic Policy PS 19: Conserving and where appropriate enhancing the natural environment	The Councils will manage development so as to conserve and where appropriate enhance the Plan area's distinctive natural environment, countryside and coastline, and proposals that have a significant adverse effect on them will be refused unless the need for and benefits of the development in that location clearly outweighs the value of the site or area and national policy protection for that site and area in question.
Strategic Policy PS22: Minerals	The Councils will contribute to regional and local demand for a continuous supply of minerals in accordance with the key objectives and principles of sustainable development by taking account of details listed within the policy.
Policy PCYFF 1: Development Boundaries	The Plan identifies Development Boundaries for the Sub-regional Centre, Urban Service Centres, Local Service Centres, Service Villages and Local/Rural/Coastal Villages. Proposals within Development Boundaries will be approved in accordance with the other policies and proposals of this Plan, national planning policies and other material planning considerations. Outside the development boundaries, development will be resisted unless it is in accordance with specific policies in this Plan or national planning policies or that the proposal demonstrates that its location in the countryside is essential.
Policy PCYFF 2: Development Criteria	A proposal should demonstrate its compliance with: <ol style="list-style-type: none"> 1. Relevant policies in the Plan; 2. National planning policy and guidance. Proposals should: <ol style="list-style-type: none"> 3. Make the most efficient use of land, including achieving densities of a minimum of 30 housing units per hectare for residential development (unless there are local circumstances or site constraints that dictate a lower density); 4. Provide appropriate amenity space to serve existing and future occupants; 5. Include provision for storing, recycling and waste management during the construction period and occupancy period; 6. Include, where applicable, provision for the appropriate management and eradication of invasive species; Additionally, planning permission will be refused where the proposed development would have an unacceptable adverse impact on:

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	7. The health, safety or amenity of occupiers of local residences, other land and property uses or characteristics of the locality due to increased activity, disturbance, vibration, noise, dust, fumes, litter, drainage, light pollution, or other forms of pollution or nuisance; 8. Land allocated for other development/uses.
Policy PCYFF 3: Design and Place Shaping	All proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places. Innovative and energy efficient design will be particularly encouraged.
Policy PCYFF 4: Design and Landscaping	All proposals should integrate into their surroundings. Proposals that fail to show (in a manner appropriate to the nature, scale and location of the proposed development) how landscaping has been considered from the outset as part of the design proposal will be refused.
Policy TRA 2: Parking Standards	Parking provision for all modes of transport should be in accordance with the Council's Parking Standards.
Policy TRA 4: Managing Transport Impacts	Proposals should be planned and designed in a manner that promotes the most sustainable modes of transport having regard to a hierarchy of users. Proposals that would cause unacceptable harm to the safe and efficient operation of highways, public transport and other networks such as pedestrian, cycling and public rights of way will be refused.
Policy ISA 1: Infrastructure Provision	Proposals will only be granted where adequate infrastructure capacity exists or where it is delivered in a timely manner. Where proposals generate a directly related need for new or improved infrastructure and this is not provided by a service or infrastructure company, this must be funded by the proposal. A financial contribution may be sought to secure improvements in infrastructure, facilities, services and related works, where they are necessary to make proposals acceptable.

5. Main considerations

Principle of development

- 5.1 Previous planning permission C17/0011/19/MW has granted permission for a temporary concrete batching facility at the site. This application proposes the permanent use of the site for this purpose. It would allow the existing facility to diversify and expand to export finished materials and products to the local market, enabling the local economy to flourish.
- 5.2 For planning purposes the Welsh Government defines economic development as the development of land and buildings for activities that generate sustainable long term prosperity, jobs and incomes.
- 5.3 Strategic Policy PS 13: 'Providing opportunity for a flourishing economy' seeks to facilitate appropriate sites which become available on windfall sites which could satisfy additional needs to existing safeguarded sites for employment use, in accordance with the principles of policies PS5 and PS6 and the Plan's Spatial Strategy, in order to ensure that economic opportunities are maximised.
- 5.4 The application site is a windfall site that has become available and could be delivered immediately following the completion of the Caernarfon to Bontnewydd bypass. The proposed use comprises a general storage area (B8 use class), a concrete batching area, plant maintenance area and a recycling area.
- 5.5 Caernarfon is identified as an Urban Service Centre in the JLDP and the application lies outside but in close proximity to the development boundary. It is recognised that Urban Service Centres provide a good range of employment, facilities and services that serve their own population as well as their wider catchment areas. Indeed, the upcoming national guidance "Future Wales; The National Plan: National Development Framework" identifies Caernarfon as a Regional Growth Area, and states that these areas should be recognised "...as a focus for housing, employment, tourism, public transport and key services within their wider areas and support their continued function as focal points for sub-regional growth".
- 5.6 It is evident from the above that Caernarfon is a highly sustainable settlement and the site's location close to the development boundary would constitute sustainable development in line with the Plan's Spatial Strategy.

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- 5.7 The need for the finished material that would be produced has been identified in the market by the applicant, and the proposal for the permanent use of the site would enable the applicant to meet an identified current demand for the short and long term. The proposal would continue to provide employment opportunities in Caernarfon with up to 15 staff expected to be required to operate the proposed use in the future. The use of the site for a permanent basis would also support indirect jobs in the local economy.
- 5.8 Consideration of the proposal in line with advice set out in TAN 21 Waste is provided under section 3.5 of the Environmental Statement (ES).

Flood risk

- 5.9 Due to the proximity of Afon Seiont, the Natural Resources Wales Development Advice Maps (DAM) identify that the north-western extent of the site and the quarry void fall within a C2 flood risk area – an area which is at flood risk, without significant infrastructure defence. The remainder of the site is within flood zone A, which is at little risk of flooding. The application is accompanied by a Flood Consequence Assessment which considers the risk of flooding. Following comments from Natural Resources Wales during the previous PACs, the Flood Consequence Assessment is currently being updated with additional long-term climate change modelling, and will be submitted as part of a formal planning application to the Council.
- 5.10 Comments were received as part of the previous PAC in relation to concerns about debris collecting under the railway bridge which led to some issues in relation to flooding. The applicant understands that this is the responsibility of Natural Resources Wales who are working on a scheme to resolve the matter, but modelling of blockage scenarios will be included in the Flood Consequence Assessment at the request of NRW.

Community safety and residential amenity

- 5.11 The site currently benefits from low-level, fixed external lighting, with sensitive hood protectors. These provide adequate lighting for staff and would continue to be used as part of the proposed development.
- 5.12 The application site currently accommodates a mobile concrete batching plant and asphalt plant under planning permission C17/0011/19/MW and there have been no

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issues in terms of residential amenity. The proposed hours of opening reflect those which have been approved as part of planning permission C17/0011/19/MW.

- 5.13 The proposed development would be located within an existing quarry which is within private ownership and already has restricted public access for reasons of operational safety such as moving heavy plant. The nature of the development is not expected to pose any significant risks to the general public. Therefore it is not expected that the scheme would have any impact upon community safety.
- 5.14 The supporting statement submitted alongside this application is supported by a noise survey report which indicates that the development is unlikely to have significant impact to nearby residential properties in terms of general amenity. As such it is not considered that the proposed development will have any detrimental effect on community safety or on the amenity of the residents of the surrounding residential properties.

Welsh language

- 5.15 Strategic Policy PS 1: Welsh Language and Culture advises that the Councils promote and support the use of the Welsh Language in the Plan area. All developments are expected to demonstrate how the Welsh language has been considered as part of the development.
- 5.16 The development does not reach the threshold expected to require the submission of a Welsh Language Statement or a Welsh Language Impacts Assessment as prescribed by Policy PS1.
- 5.17 Notwithstanding this, the applicant is a local, family-owned company, based in Ruthin and have connections with Jones Bros Ltd who constructed the Caernarfon to Bontnewydd bypass as part of a Joint Venture with Balfour Beatty. The vast majority of their workforce are local people, including many Welsh speakers, and the proposed development provides an opportunity to further support employment opportunities as well as supporting the local supply chain. All public signs on site would be bilingual.

6. Accessibility

Planning policy

- 6.1 The relevant national policies and guidance relating to accessibility are set out within:
- Planning Policy Wales, Edition 11, (2021); and
 - Technical Advice Note 18 'Transport' (2007).
- 6.2 The relevant planning policies within the adopted LDP are as follows:
- PS 4 'Sustainable transport, development and accessibility';
 - TRA 1 'Transport network developments';
 - TRA 2 'Parking standards'; and
 - TRA 4 'Managing transport impacts'.

Movement to, from and within the development

- 6.3 At present, access to the site is available along Seiont Mill Road. A haul route was also used as part of the use of the site as a temporary compound in connection with the Caernarfon to Bontnewydd bypass.
- 6.4 The proposal includes the creation of a new permanent vehicular access from Waunfawr Road which would serve the site once constructed, along with the continued use of Seiont Mill Road. The existing haul route across the land would be formalised with hard surfacing to provide an internal access road.
- 6.5 A 3m footway/cycleway is proposed along part of Waunfawr Road on each side of the new access, leading to a 2.5m wide footway/cycleway which would run under the bridge which forms part of the Caernarfon to Bontnewydd bypass.
- 6.6 A visibility splay of 4.5m x 90m and 4.5m x 110m is provided to the east and west of the new access respectively. Improvements and alterations are also proposed to Waunfawr Road near the new vehicular access which would involve widening Waunfawr Road to provide a right-hand turn lane (ghost island) for vehicles travelling from Caernarfon.
- 6.7 A new access to serve the neighbouring property of Plas Treflan is proposed from the internal access road and the existing access to Plas Treflan from Waunfawr Road would no longer be used and would be stopped up.

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- 6.8 The proposed new access from Waunfawr Road would serve to remove three existing access points; a previous agricultural access where the new access is proposed, vehicular access to Plas Treflan and the access to Seiont Quarry. The existing vehicular access from Seiont Mill Road would continue to be used for light vehicles, however, access to the site would now be shared between two access points; Seiont Mill Road and access from Waunfawr Road.
- 6.9 All light vehicles would utilise Seiont Mill Road access. It is expected that there would be between 10-15 personnel on site at any one time, in comparison with around 300 on site during the construction of the bypass. Therefore, there would be significantly fewer light vehicle movements utilising the Seiont Mill Road access than in the period when the bypass was being constructed.
- 6.10 Some HGV's travelling to the site from the A487 would also utilise Seiont Mill Road, however, the majority of HGV's are expected to utilise the proposed new access from Waunfawr Road. The number of HGV movements along Seiont Mill Road is not expected to be any greater than the number experienced during the use of the site in association with the construction of the bypass.
- 6.11 During previous pre-application consultations, queries were raised in relation to the expected number of traffic movements associated with the proposed development. These are detailed below based on the applicant's expectations:
- Material brought in for recycling – assume 75,000 tonnes per annum, which would equate to 3,750 loads at 20t per load;
 - Material taken out after recycling – assume 75,000 tonnes per annum, which would equate to 3,750 loads at 20t per load;
 - Aggregate brought in for production of concrete – assume 18,000 tonnes per annum, which would equate to 600 loads at 30t per load;
 - Cement brought in for production of concrete – assume 3,000 tonnes per annum, which would equate to 100 loads at 30t per load;
 - Concrete for use – assume a volume of 10,000m³ per annum, which would equate to 1,667 loads at 6m³ per load;
 - Workshop – assuming 10 loads per day, which would generate 2,780 loads.
 - B8 Storage and distribution – assume 4 movements per day.
- 6.12 This totals 14,497 loads or 28,994 goods vehicle movements. This would provide a breakdown as follows:
- 46 Weeks per year 630 movements per week

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- 5.5 Days per week 115 movements per day
- 10 Hours per day 11.5 movements per hour

6.13 These movements would be between both points of access to the site, but acknowledging that the majority of HGV's would utilise the access from Waunfawr Road.

Sustainability

6.14 The application site is considered to be in an accessible and sustainable location, located on the south-eastern outskirts of Caernarfon enabling various methods of transport to the site including on foot and by bike.

6.15 The nearest bus stops to the development site are near the roundabout where Seiont Mill Road joins the A487 and near Ysbyty Eryri, which are located approximately 800m/1km respectively from the site entrance along Seiont Mill Road. There is also a bus stop along Waunfawr Road near the entrance to Glan Gwna.

6.16 A number of bus routes from Caernarfon town centre provide access across North Wales to towns including Bangor, Llandudno, Pwllheli and Aberystwyth with onward connection by bus or railway to all parts of the country.

6.17 The application site is also located in close proximity to allow connections to Route 8 of the Lon Las Cymru cycle network, which forms part of the National Cycle Network. This provides connections on bike to the centre of Caernarfon, Y Felinheli, Cwm y Glo and Groeslon.

6.18 The proposed new access from Waunfawr Road would also improve pedestrian and cycling along Waunfawr Road, contributing to Active Travel Wales networks near Caernarfon.

Parking

6.19 Car parking would be provided on site to the west of the portacabins which would be used as offices and provide welfare facilities.

7. Summary

- 7.1 The application relates to the permanent use of land for the industrial processes and storage, as the current use of the site would come to an end following the completion of the Caernarfon to Bontnewydd bypass.
- 7.2 The application also seeks to provide a new vehicular access from Waunfawr Road and amendments to widen Waunfawr Road to provide a right-hand turn lane for vehicles travelling from Caernarfon direction. This would provide an overall improvement to this part of Waunfawr Road, providing safe pedestrian and cycle access to the application site in the short and long-term.
- 7.3 The principle of the proposed uses have previously been approved at the application site on a temporary basis, and this application simply proposes a similar use but for a permanent basis, as well as providing a new permanent vehicular access, which would provide a safer and more practical access to the wider site.

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