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PLANNING

Design, Access and Planning Statement
Land to the north of Quinton Hazell Enterprise
Parc, Mochdre
Dare2soar Limited
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DRAFT FOR PRE-APPLICATION
CONSULTATION

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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 Dare2soar Ltd for a hybrid planning application for an industrial development comprising of B1 (Business), B2 (general industry) and B8 (Storage and Distribution) use classes together with associated works at land to the north of Quinton Hazell Enterprise Parc, Mochdre, Colwyn Bay. Phase I would form the full planning application and phase II would form the outline application (access and layout to be agreed).
- 1.2 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 site area over 1ha. The proposed development exceeds the 1ha site area threshold and is therefore considered a major application.
- 1.3 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'.
- 1.4 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.
- 1.5 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.

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- 1.6 The adopted development plan consists of the Conwy Local Development Plan (LDP), which was adopted in 2013 and covers a plan period up to 2022.
- 1.7 Pre-application discussions have been undertaken with Conwy County Council other relevant consultees during the development of the proposals and prior to undertaking Pre-Application Consultation (PAC).

2. The Site and context

- 2.1 The application site has an area of approximately 1.63 hectares and is located immediately to the north of the Quinton Hazel Enterprise Parc and immediately adjacent to the built form of Mochdre and Colwyn Bay.
- 2.2 The site is currently vacant, and has previously been used as a landfill site and later as sport pitches, which was around 20 years ago. Topography of the site is generally flat. The site's boundaries consist of scrub planting, with a drainage dyke to the western perimeter. A number of trees are also viewed along the site's boundaries, consisting primarily of conifer and poplar trees.
- 2.3 The site's wider context is characterised by its relationship to the Quinton Hazel Enterprise Parc to the south, which contains a mixture of industrial units as B1, B2 and B8 land use classes. The rear boundaries of residential properties off Crafnant Road are located to the immediate east.
- 2.4 Vehicles access is available via the enterprise parc from Glan y Wern Road to the south.
- 2.5 The extent of the application boundary is identified in figure 2.1 below.

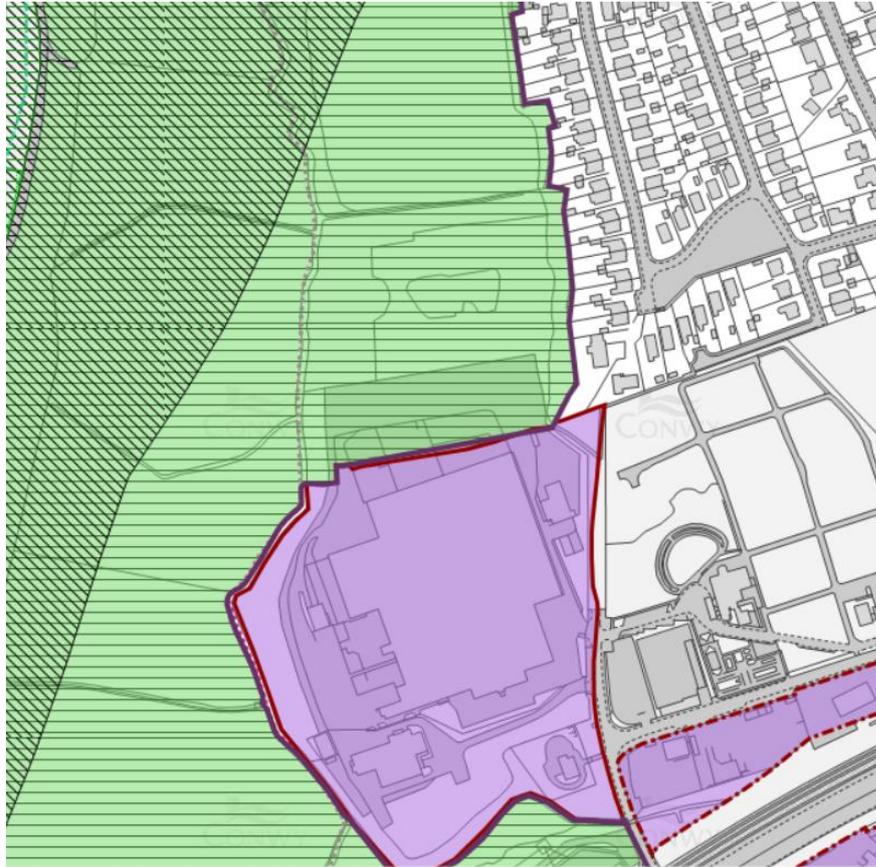
Figure 2.1 Aerial image of the application site in the context of its surroundings (Google Maps)



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- 2.6 The application site lies outside but directly adjoins the development boundary and lies within an area designated as a green wedge as well as a sand and gravel safeguarding area. Quinton Hazell Enterprise Parc to the south is also a safeguarded employment site. The application site in the context of these designations is identified in Figure 2.2.

Figure 2.2 Extract of Conwy LDP proposals map



- 2.7 A Public Right of Way (PRoW) also runs through the application site close to the eastern boundary.
- 2.8 The site is located on and listed as playing fields within the Conwy Open Space Assessment.

3. The development proposal

Use, amount and scale

- 3.1 The proposal seeks approval for an industrial development comprising of B1 (Business), B2 (general industry) and B8 (storage and distribution) use class together with associated works on land to the north of Quinton Hazell Enterprise Parc, Mochdre, Colwyn Bay. Phase I would form the full application and phase II would form the outline application. The proposal would form an extension to the existing Quinton Hazell Enterprise Parc.
- 3.2 Phase I would contain eight units totalling 1,300sqm and phase II would contain 17 units totalling 4,040sqm. Details of access, layout and landscaping are to be determined as part of the outline application.
- 3.3 The phasing of the development is identified in Figure 3.1 below.

Figure 3.1 Extract of proposed phasing plan



- 3.4 As part of Phase I, the application would include the erection of a terrace of eight units (B1/B2/B8 use class), four of which would extend to 140 sqm each, while the remaining four would extend to 185 sqm each. The height of the units would extend to around 6m. This has been designed around the functional requirements of the units required by

businesses. Units at Quinton Hazell Enterprise Parc are not restricted to certain hours and the proposed units would reflect the same operating hours.

Appearance and materials

3.5 External materials would include the following:

- Microrib wall Cladding finished blue/white (as indicated on plan 17171(5)004 PB);
- Profiled Metal Sheet Wall Cladding Finished Green/Merlin Grey (as indicated on plan 17171(5)004 PB);
- GRP Translucent Non-Fragile Roof Lights;
- Insulated Roller Shutter Doors, Plastisol Coated RAL 5010;
- Polyester Powder Coated Aluminium Glazed Screen with Entrance Doors, RAL 5010;
- Steel Doorsets, Painted Green.

3.6 Detailed consideration has been given to the overall design and appearance of the proposed development so that it provides a high-quality design to respect and integrate with the overall appearance of the wider Quinton Hazell Business Parc.

Layout and access

3.7 Phase II would comprise of an outline application (layout, access and landscaping to be determined) for a further 17 units consisting of B1 (office), B2 (general industrial) and B8 (Storage and Distribution) development within various industrial units. Phase II is submitted in outline form with details of layout, access and landscaping to be determined as part of this application. This phase is speculative in nature and a layout for the site has been submitted to demonstrate how the site could be developed in the future as part of a subsequent reserved matters application.

3.8 The overall site layout has been designed around the location of the existing vehicular access from Glan-Y-Wern Road via Quinton Hazell Enterprise Parc. From the vehicular access point, an internal vehicular access is proposed to continue in a northern direction. This naturally enables the site to be developed in two phases, with land to the east being developed as part of Phase I and land to the west comprising of speculative office and industrial development to the west.

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- 3.9 Within Phase I, the units have been arranged to form a single terrace and have been positioned as to allow for sufficient levels of staff and visitor car parking forward of the units' principle elevations. Access and egress for staff and visitors would be via the existing vehicular access in the south-eastern corner of the site.
- 3.10 Phase II is submitted in outline form with the layout to be determined in accordance with the submitted site plan for development for a further 17 industrial units for B1, B2 and B8 use in the future. This comprises of a range of business providing flexible office and general industrial and warehousing space.
- 3.11 The majority of the external area would be used for vehicle movements and parking, with a total of 60 spaces provided as part of phase I.

Landscaping

- 3.12 The application is accompanied by a landscaping plan for both phases of development and details of landscaping would be determined as part of the full and outline applications.
- 3.13 The existing planting to the eastern boundary of the site would be retained and native infill planting is also proposed to be incorporated to enhance this buffer between the residential dwellings to the east and the proposed developments. Wet meadow planting is proposed along the site's northern and western boundaries and also to the west of the PRow to the east of phase I of the development.
- 3.14 The proposed landscaping scheme would soften the site's boundaries and provide a buffer between the proposed development and the residential units to the east and would also provide biodiversity enhancement.

4. Policy context

- 4.1 This section provides a summary and analysis of the local and national planning policy relevant to the consideration of the application.

National planning policy

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

- 4.2 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.”
- 4.3 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.
- 4.4 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.
- 4.5 New development should contribute towards the delivery of sustainable development and improve the social, economic, environmental and cultural well-being of Wales.
- 4.6 Paragraph 5.41 states *‘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. The planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses’.*

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- 4.7 PPW advises that Green Wedges are local designations which essentially have the same purposes as Green Belts. They may be used to provide a buffer between the settlement edge and statutory designations and safeguard important views into and out of the area. Green wedges should be proposed and be subject to review as part of the LDP process.
- 4.8 It goes on to advise that the e general policies controlling development in the countryside apply in a Green Belt and a green wedge but there is, in addition, a general presumption against development which is inappropriate in relation to the purposes of the designation.

Future Wales: The National Plan (FWTNP) 2040

- 4.9 Future Wales – the National Plan 2040 is the national development framework, setting the direction for development in Wales to 2040, adopted in 2021. 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.
- 4.10 The growth aspirations of Future Wales are an opportunity to regenerate our towns and cities and shape their extent, structure and density. Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration.

Building Better Places (BBP) (July 2020)

- 4.11 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 (TAN's)

4.12 The relevant TAN's to be referred to for the proposed development are as follows:

- Technical Advice Note (TAN) 5 'Nature Conservation and Planning';
- Technical Advice Note (TAN) 12 'Design';
- Technical advice Note (TAN) 15: Development and flood risk;
- Technical Advice Note (TAN) 16: Sports, Recreation and Open Space;
- Technical Advice Note (TAN) 18 'Transport'; and
- Technical Advice Note (TAN) 23: Economic development

Local planning policy

4.13 In accordance with the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the starting point for determination of the application is the Development Plan which comprises, in this instance, the Conwy Local Development Plan LDP (adopted 2013)

- DP/1 Sustainable Development Principles Policy
- DP/2 Overarching Strategic Approach Policy
- DP/3 Promoting Design Quality and Reducing Crime Policy
- DP/4 Development Criteria Policy
- DP/5 Infrastructure and New Developments
- DP/6 National Planning Policy and Guidance Policy
- EMP/1 Meeting B1, B2, & B8, Office and Industrial Employment Needs
- EMP/3 New B1, B2 & B8, Office and Industrial Development on Non-allocated sites
- CFS/1 Community Facilities and Services
- CFS/12 Safeguarding Existing Open Space
- NTE/1 The Natural Environment
- NTE/2 Green Wedges and Meeting the Development Needs of the Community
- NTE/3 Biodiversity
- NTE/6 Energy Efficiency and Renewable Technologies in New Development
- NTE/9 Foul Drainage
- NTE/10 Water Conservation
- CTH/1 Cultural Heritage
- CTH/5 The Welsh Language
- STR/1 Sustainable Transport, Development and Accessibility

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- STR/2 Parking Standards
- STR/3 Mitigating Travel Impact
- STR/4 Non-Motorized Travel
- MWS/1 Minerals and Waste
- MWS/3 Safeguarding Hard Rock and Sand and Gravel Resources

Supplementary Planning Guidance (SPG)

4.14 Conwy County Borough Council have also adopted the following Supplementary Planning Guidance (SPG) which provides guidance which are relevant to the proposed scheme:

- LDP2 Parking Standards (February 2014)
- LDP 4 Planning Obligations (July 2014)
- LDP5 Biodiversity (November 2014)
- LDP6: The Welsh Language (November 2014)
- LDP09 – ‘Design’ (July 2015),

5. Main considerations

Principle of development

- 5.1 Strategic Policy DP/1 – Sustainable Development Principles seeks to ensure that the fundamental principles of sustainable development underpin all development proposals. Policy DP/2 is an overarching strategic policy which defines the framework for the location of development and seeks to direct growth to the most sustainable settlements. Colwyn Bay is identified as one of thirteen urban areas within Conwy County where development should take place.
- 5.2 The application site lies adjacent to but beyond the defined settlement boundary of Colwyn Bay. The site is also designated as a green wedge and safeguarded for sand and gravel extraction within the adopted Conwy LDP .
- 5.3 Policy NTE/2 ‘Green Wedges and Meeting the Development Need of the Community’ of the Conwy LDP designates Green Wedges on the proposals map in order to prevent coalescence of settlements and retain the open character of the area. The application site forms part of the Green Wedge designated between Penrhyn Bay and Rhos on Sea.
- 5.4 Green wedges are local designations which essentially have the same purpose as Green Belts and may be used to provide a buffer between the settlement edge and statutory designations and safeguard important views into and out of the area. Paragraph 3.69 of PPW states that *“The general policies controlling development in the countryside apply in a Green Belt and a green wedge but there is, in addition, a general presumption against development which is inappropriate in relation to the purposes of the designation”*.
- 5.5 However, paragraph 3.64 of PPW makes clear that the main difference between green belts and green wedges is that green belts are strategic in nature and should be protected for a longer period than the relevant Plan period, whereas green wedge designations and associated policies should be reviewed as part of the local development plan review process.
- 5.6 Paragraph 3.73 of PPW advises that when considering application for planning permission in Green Belts and green wedges, a presumption against inappropriate development will apply. Paragraph 3.74 goes on to advise that inappropriate

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development should not be granted planning permission except in very exceptional circumstances where other considerations clearly outweigh the harm which such development would do to the Green Belt or green wedge. These very exceptional cases would therefore be treated as departures from the plan.

- 5.7 Up-to-date development plans are the basis of the planning system and set the context for rational and consistent decision making. Planning applications must be determined in accordance with the adopted Plan, unless material considerations indicate otherwise. PPW is clear at para. 1.18 that a plan-led approach is the most effective way to secure sustainable development through the planning system and it is essential that plans are adopted and kept under review.
- 5.8 The 2016 LDP Annual Monitoring Report (AMR) recommended commencing a full review of the Conwy LDP, primarily due to issues relating to housing and employment supply. The replacement LDP will have a plan period of 15 years, running from 1st April 2018 to 31st March 2033. It should be noted that the site has been considered as a candidate site for employment use as part of Replacement Local Development Plan (RLDP) however, owing to the impacts of Covid 19 the delivery timetable of the RLDP has been delayed and the proposed adoption date of September 2021 has been missed.
- 5.9 The adopted Conwy LDP covers a plan period up to 2022, and is therefore considered to be approaching its expiry as the plan was not intended to direct growth beyond the end of this year.
- 5.10 Likewise the RLDP is not considered to be at an advanced stage of preparation because of the early stage of plan preparation and the number of unresolved objections, the RLDP can therefore only carry very limited weight.
- 5.11 Notwithstanding this however, the supporting evidence base provides the most update assessment of Green Wedge policy and designation and provides an indication of Conwy County Borough Council's current objectives for development and have been used to inform the proposals.
- 5.12 The Green Wedge Assessment undertaken by White Consultants as part of the evidence base which will inform the RLDP considered the landscape sensitivity assessment of selected candidate sites. The assessment considered there to be limited opportunities for employment/commercial growth within the Conwy Plan Area finding

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that of the 26 candidate sites, 13 had high sensitivity within the landscape, eight sites have high/medium sensitivity and two with medium sensitivity. Just three sites were considered acceptable for employment growth, with the application site being a constituent.

- 5.13 The Green Wedge Assessment concludes that the application site is acceptable for development in landscape and visual terms and the area should be excluded from the green wedge if allocated within the RLDP.
- 5.14 During pre-application discussions with the Council, the Business and Tourism Section advises that there is a strong demand for unit up to 4/5000sqft along the A55 corridor and in particular within the Colwyn Bay to Conwy section. It considers that generating a supply of premises to meet this demand would be totally in accordance with the objectives of the Conwy Economic Growth Strategy. It also considers that employment development adjacent to the settlement boundary can be supported subject to compliance with the criteria listed in policy EMP/3 of the Conwy LDP, and that the case could be reasonably made from an economic perspective.
- 5.15 The background papers prepared to inform the RLDP include BP 17 'Employment Land Supply' and BP18 'Employment Land Review', both of which are dated August 2019.
- 5.16 BP18 'Employment Land Review' considers the number of enquiries for B-class employment space recorded by Conwy County Borough Council over recent years. Most interest has been for industrial space. Between 2006 and 2018, 66% of enquiries were for industrial premises and 21% were for offices; 14% were for land or development sites. The background paper acknowledges the number of enquiries recently from local businesses looking for industrial sites in Mochdre and Kinmel Bay.
- 5.17 The RLDP Preferred Strategy identifies that 0.68ha of new land will be allocated in the RLDP for employment land to allow for choice of location and type. The Deposit RLDP will allocate sites within the coastal urban area to meet the need for growth up to 2033. These will include existing LDP allocations and new sites.
- 5.18 At present, Conwy County Borough Council are in the process of reviewing candidate sites which have been submitted for consideration ahead of the publication of the Deposit RLDP in Autumn 2022. Some sites have already been discounted and other sites are still being considered. The application site has not been discounted so far and is still in the process of being considered by the planning policy team.

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5.19 Policy EMP/3 'New B1, B2 & B8 Office and Industrial Development on Non-Allocated Sites' supports the development of employment uses within or adjacent to the main built-up area of Urban Development Strategy Settlements subject to six criteria. These criteria are considered in turn below:

a) The proposal is appropriate in scale and nature to its location;

5.20 The application site is located adjacent to the defined settlement boundary of Colwyn Bay. The proposal seeks approval for buildings occupying a total footprint of 5340sqm and reaches a height of approximately 6m. The scale of the proposed development is therefore considered to reflect the nature of its location, being adjacent to the existing Quinto Hazel Enterprise Parc.

b) It can be demonstrated that the proposal could not be accommodated on land allocated for the particular use or be located on a suitable brownfield site or building;

5.21 As set out above, the RLDP Preferred Strategy identifies that 0.68ha of new land will be allocated in the RLDP for employment land to allow for choice of location and type. The Deposit RLDP will allocate sites within the coastal urban area to meet the need for growth up to 2033. These will include existing LDP allocations and new sites.

5.22 The application site would contribute towards meeting the additional need for employment land in the county up to 2033, is located in a highly sustainable and accessible location.

5.23 The application site is still being considered by planning policy officers as a suitable site for the allocation of additional employment land in the county. The review of the Green Wedge as part of the Green Wedge Assessment concludes that the application site is acceptable for development in landscape and visual terms and the area should be excluded from the green wedge if allocated within the RLDP.

5.24 In light that the adopted LDP is nearing its expiry and the RLDP seeks to allocate new additional employment sites, supporting additional employment land at this site is not considered to affect the ability of other allocated employment sites to come forward and would not provide a surplus of employment land in the county.

c) The proposal is supported by evidence of local employment benefits in terms of viable jobs provided and local skills generated

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- 5.25 In their response to the pre planning application enquiry in respect of the proposed development, the case officer consulted the Council's own Business and Tourism Department who advised that there is a strong demand for employment units up to 4/5000 sq.ft along the A55 corridor and in particular within the Colwyn Bay and Conwy area. The delivery of state of the art business premises is one of the five ambitions to grow Conwy County's economy as outlined within Conwy County's Economic Growth Strategy.
- 5.26 The role of Colwyn Bay in delivering economic growth is recognised as a national level, with Future Wales recognising the Colwyn Bay as a focus for growth within the North Wales Coastal Settlements Growth Areas.
- 5.27 The development proposal would foster economic growth, by providing units of varying sizes which would attract enterprise from a broad range of sectors.

d) The proposed development would not have an unacceptable adverse impact on occupiers of neighbouring properties or the environment;

- 5.28 PPW states that proposals should be considered in terms of their effect on the amenity and existing use of land and buildings in the public interest. Policy DP/3 seeks to ensure all development proposal result in integrated scheme that do not harm local amenity of the area.
- 5.29 The nearest dwellings to the site are to the east along Cranfant Road. The separation distance from the eastern boundary to the nearest dwellings is approximately 30m. The distance from the dwelling to the mid-point of the development site is approximately 105m. During pre-application discussions with the LPA, it was clarified that the application should be accompanied by a Noise Impact Assessment including details of mitigation where required. The application is accompanied by a Noise Impact Assessment.
- 5.30 The Noise Impact Assessment considers noise effects from different sources to include from the units with roller shutters open or closed, roller shutters being used and HGVs.
- 5.31 A low to negligible impact is expected at the nearest dwellings due to noise breakout from the building envelope. It is recommended that the shutters are left closed during the late evening and night-time period whenever practicable to minimise noise breakout. A negligible impact is expected at the nearest dwellings due to shutter related

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noise. The greatest source of noise associated with the development is expected to be HGV's for which a low impact is expected during the daytime and night-time period. A low to negligible impact is also expected during the daytime and night-time period in relation to forklift truck activity.

- 5.32 Site context is also important in the assessment and rating of commercial noise. It should be noted that the existing site immediately south has been in operation for over 50 years and in general terms emits noise of a similar nature to that associated with the proposed development (i.e. vehicle noise, unloading of materials, fixed plant noise etc).
- 5.33 The proposed development can be viewed as an extension to the existing site as opposed to a completely new commercial site in a rural setting and therefore the addition of this new development and the associated noise is unlikely to add anything new to the area in terms of acoustic characteristics.
- 5.34 Appropriate conditions could also be attached to any planning approval in order to reduce the potential for noise related impacts during the night-time period.
- 5.35 On the basis of the findings of the Noise Impact Assessment, the proposed development is not expected to have an unacceptable effect on occupiers of neighbouring properties.

e) The proposal is sustainably accessible;

- 5.36 The development site is located adjacent to the urban area of Colwyn Bay which benefits from a series of sustainable transport modes. The application site is easily accessible from the A55 corridor. Cycle storage is provided as part of the development proposal, the sustainability and accessibility of the site is further considered later within this report.

f) There is no adverse impact on the Welsh language in line with Policy CTH/5 – 'The Welsh Language'.

- 5.37 Policy CTH/5 of the LDP requires all development to consider the needs and interests of the Welsh language. Pre-application discussions with the LPA confirmed the need for a Community and Linguistic Impact Assessment to accompany the planning application as the site is not allocated within the development plan and would result in the creation of more than 2,000 sqm of commercial floor space.

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- 5.38 The development proposal would help address an identified under provision of employment units and help meet a key objective of the Conwy County Economic Growth Strategy.
- 5.39 The economic benefits associated with the proposed development, during construction and operation which would support the local economy and in turn support and maintain Welsh language and culture. Support for the local economy would be in the form of generating additional employment opportunities and supporting the local supply chain. The proposed development would also contribute towards diversifying the local economy, which would support a sustainable community where the Welsh language can thrive.
- 5.40 Where considered necessary, enhancement measures are proposed to enhance beneficial effects identified during construction and operation of the industrial premises to maximise the benefits for the Welsh language. These comprise of:
- Commitment to supporting the local supply chain through early and proactive engagement with the potential supply chain in order to maximise benefits for businesses in Conwy and North Wales;
 - Commitment to source construction and operation labour locally, where possible; and
 - Provision of bilingual external signage for the proposed development (Welsh and English).
- 5.41 The overall beneficial effect of this proposed development on Welsh language and culture is a material consideration relevant when determining this planning application.
- 5.49 As required by policy CTH/5, within the site, all public signage will be bilingual.
- 5.42 While it is recognised that the site also lies within an area safeguarded for sand and gravel extraction, given the site's past use as a landfill site and its proximity to neighbouring land uses it is not considered likely that the site would be suitable for future mineral extraction.
- 5.43 It is therefore considered that the principle of developing the site for employment use is acceptable in planning terms, subject to all other relevant criteria being satisfied. These are considered further below.

Loss of open space

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- 5.44 The application site was previously used as playing fields around 20 years ago. Since then, the site has not been used as playing fields or any other kind of open space. Therefore the development of the site would not result in the loss of existing open space.
- 5.45 In considering their response to the pre planning application enquiry made in respect of the proposed development, the case officer consulted the Council's own Strategic Planning Policy Section who advised that the site is located on and listed as playing fields within the Conwy Open Space Assessment, however it was noted that there is a surplus of playing fields in this location as highlighted in the adopted assessment and in such instances 'Policy CFS/12' Safeguarding Existing Open Space' of the LDP allows for a loss of open space provision where proposals demonstrate significant community benefits arising from the development.
- 5.46 Section 15 of 'LDP 4 Planning Obligations' SPG recognises the significant contributions economic developments can make to the economic well-being of local communities through the provision of local training and employment opportunities. The SPG goes on to state that:

“ensuring the local workforce and businesses are involved in the development of the area will ensure the benefits of development are realised for the local community for future years. Various Employment and Training Measures may be sought through planning obligations to provide for the following:-

- 1 Local Construction Training*
- 2 General Employment and Training Contributions*
- 3 Job Fairs*
- 4 New training facilities and related infrastructure*
- 5 Local Supply Chain Initiatives”.*

- 5.47 The applicant is amenable to entering into such obligations and detailed discussions with the Council regarding these matters are expected to be undertaken during the planning application process.

Contamination

- 5.48 The application site previously served as a refuse heap. As part of the remediation of the site, a Phase I to III Ground Investigation has been undertaken by Egniol. A copy

of the Phase I to Phase II Ground Investigation of the site is included as part of this application.

Biodiversity

- 5.49 During pre-application discussions with the Council, it was advised that the proposed application should be accompanied by a Biodiversity Statement in accordance with the Local Validation List.
- 5.50 The application is accompanied by a Preliminary Ecological Assessment informed by an initial site visit in May 2019 which has since been reviewed and updated following further site visits during August and September 2021.
- 5.51 The report identifies eight protected sites within 5 km of the proposals, none of which would be directly affected by the proposal. The survey found that the site supports a large population of rabbit and is also likely to be frequented by badger all though no sett was found on site or nearby. Evidence of the presence of foxes was also identified. Both adult and juvenile common toad were regularly observed above the drainage ditch. The survey identified a resident population of the more common birds, including Dunnock and Reed Bunting – both amber listed species.
- 5.52 However, the majority of the biodiversity interest is to be found in the site boundaries, boundary features will be retained and protected as part of the proposal. This will result in:
- Protection of nesting birds.
 - Harm and disturbance to badgers will be avoided and reduced;
 - Amphibian habitat to be safeguarded permitting a corridor around the site;
 - Rabbit warrens are restricted to the boundary and will be protected (although rabbits are not protected, there is an issue with animal welfare).
- 5.53 The retained boundaries should be demarked during the construction process with high visibility site boundary fencing.
- 5.54 Landscaping proposals include the provision of 30m of mixed hedgerow to include native species of Hawthorn, Hazel, Blackthorn, Holly and Goat Willow. The development avoids the main area of ecological interest which is retained for wildlife benefit. Biodiversity enhancement is proposed and have been incorporated into the soft landscaping proposals submitted as part of the application.

Drainage and flood risk

- 5.55 The Development Advice Map provided by Natural Resources Wales (NRW) identifies the site as being in Zone B. Zone B is considered to be an area to have flooded in the past.
- 5.56 In support of the planning application the applicant has commissioned a Flood Consequence Assessment undertaken by Egniol which provides flood risk and drainage strategy management advice in relation to the proposed development.
- 5.57 The FCA notes that the site is also within an area defined as a Tan 15 Defended Zone from flooding due to sea levels, and therefore is an area that benefits from Risk Management Authority flood defenses with a minimum standard of protection of the 1 in 200 year storm (present day).
- 5.58 The nearest area at risk from fluvial flooding is directly to the north and west of the site within the flood plain of the Afon Ganol and associated tributaries. The site is at an elevated level and is therefore not affected by this form of flood risk
- 5.59 There are limited areas immediately adjacent to the Site that are affected by surface water flooding according to the NRW Flood Risk Assessment Wales however, any small areas identified within the site are addressed as part of the drainage system is implemented as part of the development. Flooding identified beyond the site boundary to the north, east and west, is at a lower ground level and thus discounted. The flood risk from surface water is therefore considered low.
- 5.60 Due to the extent of made ground present on site, the risk of inundation settlement through the introduction of water at select points and the risk of mobilizing contaminants in the made ground, soakaways are not considered suitable for the site.
- 5.61 The proposed surface water drainage solution for the site utilises the existing site surface water outfall to the Dŵr Cymru Welsh Water public surface water sewer within Glan-y-Wern Road. The discharge rate from site is to be restricted to the greenfield run-off rate of 4.8l/s with attenuation being provided in the form of below ground cellular tanks. Flood mitigation is to be designed for the 1 in 100-year storm event plus 40% allowance for climate change.

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- 5.62 Water quality within the development is to be managed by implementing appropriate surface water system; this will comprise of trapped gullies and catchpits as appropriate and in line with Building Regulations. Specific user requirements may require oil interceptors for example motor vehicle repairs. Parking areas are anticipated to require an oil interceptor as there are more than 50 parking spaces shown within the site layout plan.
- 5.63 The overland flows are expected to follow the general topography of the site which falls from the northwest of the site to the southeast. It is anticipated that the site levels will be designed such as to allow any overland flooding events to be retained within the site boundary. The nearest watercourse is Afon Ganol to the west of the site, with a drainage ditch located to the northern boundary.
- 5.64 The management of surface water systems is anticipated to be carried out by the user of the respective unit(s); this should be carried out in accordance with a recommended surface water management plan.

6. Other design considerations

Materials

6.1 Phase I is a full planning application and materials and appearance are to be determined as part of the full planning application. The units would comprise the following materials:

- Microrib wall Cladding finished blue/white (as indicated on plan 17171(5)004 PB);
- Profiled Metal Sheet Wall Cladding Finished Green/Merlin Grey (as indicated on plan 17171(5)004 PB);
- GRP Translucent Non-Fragile Roof Lights;
- Insulated Roller Shutter Doors, Plastisol Coated RAL 5010;
- Polyester Powder Coated Aluminium Glazed Screen with Entrance Doors, RAL 5010;
- Steel Doorsets, Painted Green.

6.2 The proposed materials would present a high-quality development, complementing the range of materials currently used within the neighbouring Quinton Hazell Business Parc.

Community safety

6.3 The proposed development has been designed with the safety and well-being of future users being a key consideration as well as the need to protect and enhance the safety of the surrounding community. It is not considered that the proposed development would have any detrimental effect on community safety or on the amenity of nearby uses including neighbouring residential dwellings and users of the enterprise park.

7. Accessibility

Planning policy

- 7.1 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).
- 7.2 The relevant planning policies within the adopted LDP are as follows:
- Policy DP/2 – Overarching Strategic Approach'
 - Policy STR/2 – Parking Standards
 - Policy STR/3 – Mitigating Travel Impact
 - Policy STR/4 – Non-Motorised Travel.
- 7.3 The relevant Supplementary Planning Guidance are as follows:
- Supplementary Planning Guidance LDP02: Parking Standards.

Movement to and from the site

- 7.4 Vehicular access to the development will be provided from the Quinten Hazell Enterprise Parc existing access on Glan y Wern Road. Vehicles will travel along the eastern side of the existing enterprise park to access the proposed development.
- 7.5 Heavy Goods Vehicles (HGV) wishing to access the site may need to access via the Dinerth Road and Bron y Nant Road, to avoid the tunnel on Dinerth Road, which allows vehicles with a maximum height of 13ft 3 inches to travel via this route.

Sustainability, access and parking

- 7.6 PPW supports the transport hierarchy, which prioritises sustainable means of transport, including walking, cycling and public transport, over travelling by private car. TAN 18 encourages development to take place in areas which would reduce car dependency and increase social inclusion.
- 7.7 The Active Travel (Wales) Act 2013 focuses on walking and cycling as a mode of transport and highlights the importance of planning and building walking and cycling infrastructure as well as encouraging behaviour change in Wales.

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- 7.8 At a local level, Policy DP/2 advises that development will be located so as to minimise the need to travel. Colwyn Bay is identified as an Urban Settlement within the LDP and offers a wide range of service and facilities.
- 7.9 The site is located within easy walking distance of a bus stop served by a service linking Mochdre with Llandudno, Llandudno Junction, Colwyn Bay, Old Colwyn, Prestatyn, and Bodelwyddan. These settlements allow for easy access to a wider range of sustainable transport modes, including rail services to Cardiff, Birmingham airport and Holyhead ferry terminal.
- 7.10 In support of the planning application the applicant has commissioned a Technical Note undertaken by SCP which provides transport planning and highways advice in relation to the proposed development.
- 7.11 Access would be provided from the same access for the existing industrial estate, with vehicles travelling along the eastern side of the existing industrial estate to enter the proposed development.
- 7.12 The proposed development could provide 25 business units (5,340sqm) comprising of, B1, B2 and B8 use classes. The development will be brought forward over two phases; phase one will contain eight units totalling 1,300sqm and phase 2 will contain 17 units totalling 4,040sqm.
- 7.13 Both phases of development will contain allocated car parking spaces totalling 164 car parking spaces including 25 disabled spaces and 26 cycle parking spaces.
- 7.14 In respect of industry and industrial warehousing uses in zones two-four, the Parking SPG requires development proposal to make provision for one van parking space and two non-operational parking spaces for units of less than 235sqm.
- 7.15 The development comprises a mix of four 140sqm units and four 180sqm units. On-site parking will be provided with each unit benefiting from two-three off road parking spaces (including disabled parking bay), a further 29 parking spaces are also proposed to the site's southern boundary. Secure cycle storage for 26 bicycles is also proposed.
- 7.16 The development site is sustainably located in accordance with the overarching strategy of the adopted LDP with a wide range of services and facilities accessible by a number of sustainable transport modes. The application site is conveniently

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accessible from the A55 dual carriageway which provides access along the north Wales corridor.

- 7.17 Given the sustainable location of the development site, which benefits from easy access to local services and facilities including public transport modes, it is considered that the designated parking spaces for each unit is appropriate in this instance.

8. Conclusion

- 8.1 The proposal seeks approval for an industrial development comprising of B1 (Business), B2 (general industry) and B8 (storage and distribution) use class together with associated works at Quinton Hazell Enterprise Parc, Mochdre, Colwyn Bay. Phase I would form the full application and phase II would form the outline application.
- 8.2 Phase I will contain eight units totalling 1300 square meters and phase II would contain 17 units totalling 4040 square meters. Access and layout are to be considered in respect of both phases as part of this application.
- 8.3 The development proposal would help address an identified under provision of employment units and help meet a key objective of the Conwy County Economic Growth Strategy.
- 8.4 The principle of development is considered acceptable when considered against Local Development Plan policies.
- 8.5 The evidence base which underpins the Replacement Local Development Plan recognises the site as appropriate for development and release from the green wedge.
- 8.6 This application has given due consideration to other main matters such as access and transport, landscaping, trees and visual impact, residential amenity and noise, drainage and flood risk, Welsh language and culture, biodiversity and contamination.

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