

CADNANT

PLANNING

**PLOT C5, PARC BRYN CEGIN, LLANDYGAI,
BANGOR**
DESIGN, ACCESS AND PLANNING STATEMENT
HUWS GRAY LTD
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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 Huws Gray Limited, for full planning permission for the erection of a building to be used as a builders' merchant (sui generis use) and associated yard structures, loading areas, car parking, landscaping proposals together with associated works at Plot C5, Parc Bryn Cegin, Llandygai, Bangor.
- 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 buildings over a 1,000sqm and developments with a site area of 1ha or more. The proposed development exceeds the 1,000sqm floorspace and 1ha site area threshold.
- 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.
- 1.6 The adopted development plan consists of the Anglesey and Gwynedd Joint Local Development Plan (JLDP), which was adopted in 2017.

2. The site and context

- 2.1 The application site is a serviced plot on the Parc Bryn Cegin Business Park on the outskirts of Bangor. In 2005, the 35 hectare Parc Bryn Cegin received £3.5m of European funding and investment from the former Welsh Development Agency (WDA) of £4.9m. At the time, it was anticipated that the park would attract up to 1,600 jobs, £18m of additional investment and provide more than 70,000sqm of floor space for businesses.
- 2.2 It was hoped that the park would create a more "prosperous local economy", but it has been empty ever since, until planning permission was granted recently for a Bio-compressed natural gas vehicle fuelling station at plot C1, which would provide very limited jobs. The proposed development could provide the first new jobs on the business park and act as a catalyst for further investment.
- 2.3 The site is accessible to the sub-regional centre of Bangor and was located and designed with good accessibility to the A55 Expressway and to the public transport, pedestrian and cycle networks. Figure 2.1 identifies Parc Bryn Cegin within the wider context, showing its proximity to Bangor and to Junction 11 of the A55. Figure 2.2 then identifies the proposed development site within the context of Parc Bryn Cegin.

Figure 2.1 Aerial photograph identifying the site within the context of Bangor and the A55

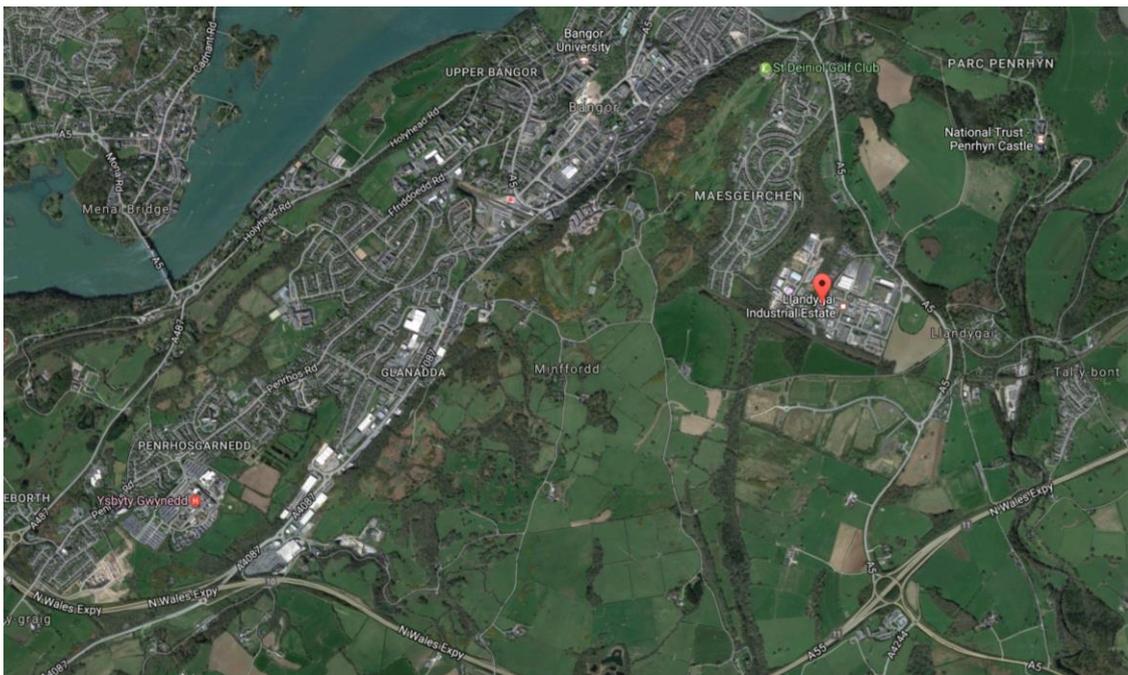
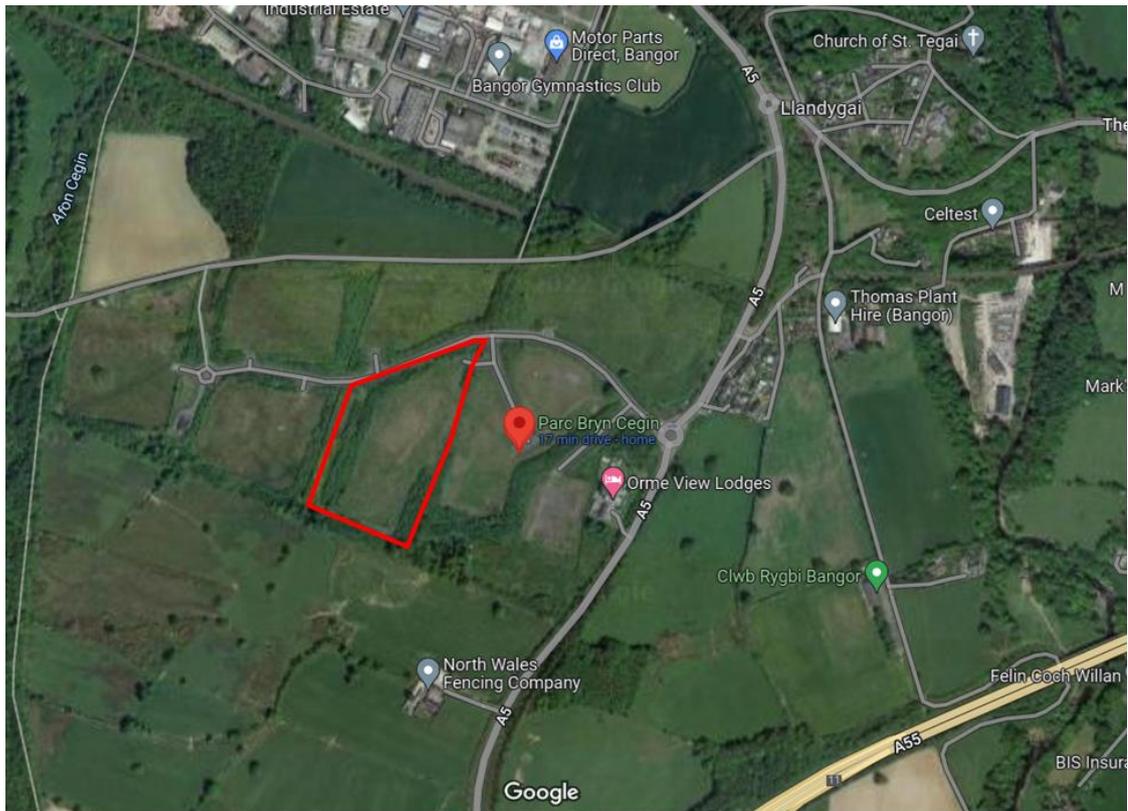


Figure 2.2 Aerial photograph identifying the development site within Parc Bryn Cegin



- 2.4 Llandygai Industrial Estate is located to the north of Parc Bryn Cegin and Afon Cegin runs along the western boundary. There are residential properties located between the A5 and the application site at Rhos Isaf, however planning permission has recently been granted under permission C22/0134/16/LL for a Bio-compressed natural gas vehicle fuelling station on land directly to the rear of Rhos Isaf.
- 2.5 The road and plot layout which can be seen in Figure 2.2 above has been constructed as part of the implementation of planning consents for the provision of roads, infrastructure, including foul and surface water drainage and the site landscape strategy. All of these follow the principles set out within the original outline planning permission for the business park and the associated indicative masterplans.
- 2.6 The original outline planning permission included a condition requiring the preparation and submission of a development brief to cover matters such as design, building heights, materials and landscaping. The following figures are taken from the development brief which was subsequently produced and submitted with reserved matters applications.

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- 2.7 Figure 2.3 provides an extract of the landscape strategy, which evidently has now been implemented. The plot which forms the subject of this current application is identified on the landscape strategy plan as “Plateau F”.

Figure 2.3 The implemented Parc Bryn Cegin Landscape Masterplan



- 2.8 The development brief states that the layout of development within each plateau should be informed by both aesthetic and environmental considerations, therefore it is suggested that larger developments should be located towards the west of the site, taking advantage of the ability's site topography to mitigate their impact. Smaller, more compact units are thought to be more appropriate to the eastern end of the site. The selection of plateau F for the development which is subject of this application reflects these design principles.
- 2.9 In terms of accessibility, the site is well served by public transport and has access to the wider highway network via the A5 which is one of the principal routes into Bangor from the A55 Expressway. Figure 2.4 shows how linkages within the site have been planned and links to existing pedestrian and cycle networks strengthened. The site has been planned to accommodate a bus route, with stops linking with the key pedestrian routes. Plateau F has good accessibility to the principal bus stop and to the main pedestrian and

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cycle route leading to and from the community of Maesgeirchen to the north, then onto Bangor.

Figure 2.4 Parc Bryn Cegin access and linkage routes



- 2.10 The Bangor Mountain and Minffordd Rural Hinterland Special Landscape Area is located to the east, south and west of the site itself.

Relevant planning history

- 2.11 Outline planning permission for the use of the land for Class B1 (Business) and B2 (industrial) together with a new access, infrastructure and landscaping was granted under reference C00A/0361/16/AM on the 24 January 2001.
- 2.12 The period for the submission of reserved matters was subsequently extended through the approval of application C04A/0374/16/LL on the 28 July 2004.
- 2.13 Application C04A/0762/16/LL approved on the 11 January 2005 allowed a variation to conditions 4, 16, 17, 19 and 23 of the outline planning permission.

3. The proposed development

Use

- 3.1 The proposal relates to the erection of a building to be used as a builder's merchant (sui generis use) and associated yard structures, loading areas, car parking and landscaping proposals.
- 3.2 The proposal is submitted by Huws Gray Ltd, who are the largest independent builders' merchants in Wales and North-West England. Since its formation in 1990, Huws Gray has developed from a single branch on Anglesey to become the largest independent Builders Merchant in the UK in terms of branches. Huws Gray provides a one-stop shop to cover all the bases from below-ground drainage products to bricks and blocks, doors, windows and roofing materials.
- 3.3 Huws Gray currently have a builders' merchant store in Bangor, located at Llandygai Industrial Estate. The current store at Bangor is a one stop shop for all building and DIY materials. The store provides a range of products in-stock from bricks and blocks, paint, timber, plumbing and heating, landscaping materials, windows and doors, roofing and tools. The proposal would see the existing store at Llandygai Industrial Estate being relocated to a larger site at Parc Bryn Cegin.
- 3.4 The proposed development would create three additional full-time jobs. This would be in addition to the 17 existing jobs provided at the Huws Gray Llandygai Industrial Estate store. The opening hours of the store would be 07:30-17:00 on Monday to Friday and 08:00-12:00 on Saturdays.

Amount and scale

- 3.5 The proposed building incorporates a total of 2,405sqm of floorspace, split into 1,709sqm on the ground floor and 336sqm on a mezzanine floor. The ground floor of the building will accommodate a sales area, trade counter, office, WC's, staff room/canteen and a warehouse. Entrance to customers will be via a covered entrance. A sales area will also be provided by way of a mezzanine floor, with access available via a stairways from the ground floor. There would be three shutter doors providing service access to the warehouse from the external yard.

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- 3.6 The proposed unit would be measure 72m x 28m. The roof would be 8m to the eaves and 9m to the ridge.

Appearance

- 3.7 The proposal incorporates the following materials:
- Walls and roof: profiled metal insulated composite cladding panels (vertically laid), colour of which is proposed Flint Grey (BS00A09), with LPC/FM approved Triple Skin Rooflights. There would also be an aspect of proprietary powder coated aluminium curtain walling system, which would be of Grey colour (BS00A07).
 - Personnel doors: steel personnel doors - powder coated satin gloss finish, colour of which is proposed as Flint Grey (BS00A09).
 - Main entrance doors: proprietary powder coated aluminium glazed entrance doors, in a satin gloss finish, colour of which will be Poppy Red (BS04E53).
 - Roller shutter doors: (motorised) with insulated curtain will provide access to the warehouse, colour of which is proposed as Grey (BS00-A-07).
 - Entrance canopy: proprietary entrance canopy comprising glazed roof with powder coated frame, colour of which is proposed as BS00A07.
 - Windows: proprietary powder coated aluminium windows to be of Grey colour (BS00A07).
- 3.8 In order to ensure that the site is secure, a new 2.0m high boundary fence is proposed. This fence will be powder coated welded mesh security fencing.
- 3.9 Flood lighting columns would be positioned along the perimeter of the site as marked on the proposed site layout plan.

Layout and access

- 3.10 Access into the site would be provided via one existing vehicular entrance (north-eastern entrance) which provides access from the internal access road serving the wider Parc Bryn Cegin site. The access into the site is already in situ. Access into the site would be delineated by landscape planting with a pedestrian footway provided alongside the access into the site. A pedestrian crossing point would be provided across the landscaping to provide a direct and safe route towards the main entrance of the building.
- 3.11 In terms of the overall site layout, the proposed building would be located along the eastern boundary of the site close to the site entrance, with staff/customer car parking

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(22 spaces) located within the north-eastern corner, as close as possible to the customer entrance into the building.

- 3.12 Some land along the eastern boundary would be regraded to increase the extent of the usable area within the plot.
- 3.13 External storage space would be provided within the remainder of the site. Within this area, external racking would be provided, which would be a maximum height of 4m, running along the site's boundaries and centrally within the site. A Heavy Goods Vehicles (HGV) loading area would be provided to the front of the building, providing access to the warehouse on the ground floor as well as providing turning areas for HGVs.
- 3.14 A drainage ditch would run along the eastern and southern boundaries of the site.

Landscaping

- 3.15 Landscape planting is proposed along the entrance into the site to delineate the access road. Landscape planting is also proposed along the eastern and southern boundaries of the site, between the security fencing and the developed areas of the site. Areas of grassland around the western and northern outskirts of the site would be retained with the proposed security fence denoting the extent of the developed site along these boundaries. The embankment here would be generally graded to 1:2.

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 The proposal relates to a builders' merchant and relevant national planning policy is set out in:

- Planning Policy Wales (PPW) Edition 11, (2021);
- Technical Advice Note (TAN) 5: 'Nature Conservation and Planning' (2009);
- Technical Advice Note (TAN) 12 'Design' (2016);
- Technical Advice Note (TAN) 18 'Transport' (2007);
- Technical Advice Note (TAN) 20: 'Planning and the Welsh Language';
- Technical Advice Note (TAN) 23: 'Economic Development' (2014); and
- Technical Advice Note (TAN) 24: 'The Historic Environment' (2017).

4.3 Relevant national planning policies are listed in Table 4.1.

Table 4.1 Summary of national planning policy and guidance

Policy	Summary of policy
PPW – Chapter 2: People and Places: Achieving Well-being Through Placemaking	<p>Paragraph 2.27 advises that “Planning authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process and assessed in accordance with the five ways of working to ensure a balanced assessment is carried out to implement the Well-being of Future Generations Act and the Sustainable Development Principle. There may be occasions when one benefit of a development proposal or site allocation outweighs others, and in such cases robust evidence should be presented to support these decisions, whilst seeking to maximise contributions against all the well-being goals.”</p> <p>Paragraph 2.28 goes on to advise that the key factors in an assessment relate to social considerations, economic considerations, cultural considerations and environmental considerations.</p>
PPW – Chapter 3: Strategic and Spatial Choices	<p>Section 3 relates to design and Placemaking In Action where it considers Good Design Making Better Places. Paragraph 3.3 advises that “Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including</p>

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	<p>how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surroundings area.”</p> <p>Paragraph 3.4 goes on to state that “Design is an inclusive process, which can raise public aspirations, reinforce civic pride and create a sense of place and help shape its future. For those proposing new development, early engagement can help to secure public acceptance of new development. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales. These objectives can be categorised into five key aspects of good design”.</p> <p>PPW states that the planning system must consider the impacts of new development on existing communities, and maximise health protection and well-being and safeguard amenity.</p>
<p>PPW – Chapter 5: Productive and Enterprising Places</p>	<p>Paragraph 5.4.3 advises that “Planning authorities should support the provision of sufficient land to meet the needs of the employment market at both a strategic and local level. Development plans should identify employment land requirements, allocate an appropriate mix of sites to meet need and provide a framework for the protection of existing employment sites of strategic and local importance”.</p> <p>Paragraph 5.4.4 goes on to state that “Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration. Sites identified for employment use in a development plan should be protected from inappropriate development”.</p> <p>PPW refers to Steering Economic Development to the Most Appropriate Locations and in relation to this, paragraph 5.4.9 states that “<i>It is important that planning authorities are aware not only of the economic needs of their own areas but also of the surrounding region.</i>”</p> <p>Paragraph 5.4.10 states that “Effective planning for the economy requires planning authorities to work strategically and co-operatively directing development and investment to the most efficient and most sustainable locations, regardless of which local authority area they are in”.</p> <p>Paragraph 5.4.13 states that “Planning authorities should aim to:</p> <ul style="list-style-type: none"> - co-ordinate development with all forms of infrastructure provision such as transport and utilities; - support national, regional, and local economic policies and strategies; - align jobs and services with housing and sustainable transport infrastructure, to reduce the need for travel, and dependency on travel by car; - promote the re-use of previously developed, vacant and underused land; - deliver physical regeneration and employment opportunities to disadvantaged communities;

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	<ul style="list-style-type: none"> - control and manage the release of unwanted employment sites to other uses; - propose specific locations for locally and strategically important industries which are detrimental to amenity and may be a source of pollution; and - identify protection zones around land and premises that hold hazardous substances and protect the ability of existing businesses to operate or expand by preventing the incremental development of vulnerable uses in the locality.”
<p>PPW – Chapter 4: Strategic and Spatial Choices</p>	<p>Paragraph 3.50 states that “A broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor’s surgeries and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.”</p> <p>Paragraph 3.6 advises that “Development proposals must address the issues of inclusivity and accessibility for all. This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children. There will often be wider benefits to be gained through the sensitive consideration of such provision, for example, whilst the presence of visual cues will be invaluable in assisting those with hearing loss to engage in a noisy environment, a navigable environment will benefit all. Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport”.</p>
<p>TAN 5 Nature Conservation and Planning</p>	<p>Technical Advice Note 5 ‘Nature Conservation and Planning’ provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation.</p> <p>Paragraph 1.6.1 states that “Biodiversity conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife. Past changes have contributed to the loss of integrity of habitat networks through land-take, fragmentation, severance, disturbance, hydrological changes and other adverse impacts. But development can also present significant opportunities to enhance wildlife habitats and the enjoyment and understanding of the natural heritage.”</p>
<p>TAN 12 Design</p>	<p>The Welsh Government is strongly committed to achieving the delivery of good design in the built and natural environment which is fit for purpose and delivers environmental sustainability, economic development and social</p>

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	<p>inclusion, at every scale throughout Wales. Paragraph 5.5.1 of TAN 12 identifies that an understanding of landscape and townscape quality, including its historic character, is fundamental to the design process.</p> <p>The relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings.</p> <p>Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and provides buildings and environments that are convenient and enjoyable to use for everyone.</p> <p>Paragraph 5.5.1 of TAN 12 states: “The distinctive settlement patterns which characterise much of Wales have evolved in part in response to the country’s diverse landscape and topography. The way in which development relates to its urban or rural landscape or seascape context is critical to its success. Because of this, an understanding of landscape quality, including its historic character, is fundamental to the design process.”</p> <p>Paragraph 5.8.1 states “The special qualities of the rural landscape and coastline of Wales should be recognised. The qualities should be enhanced through conservation of the character of the countryside and by achieving quality in new development.”</p> <p>Paragraph 5.8.2 states “Policies and guidance should take account of the need to steer activity to avoid negative impact on distinctive rural landscapes and the best agricultural land and to conserve and enhance diversity of species and habitats. Managing change by means of a landscaping strategy based on a thorough landscape assessment is one means of safeguarding a rural sense of place. This should analyse key issues and put forward guidelines for design themes, palettes of materials, and briefs for specific sites”.</p>
<p>TAN 18 Transport</p>	<p>The main aim of TAN 18 is to ensure that new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion.</p> <p>Paragraph 2.4 of TAN 18 identifies that the inter-relationship between land use planning and transport is complex and varied. The development of land is dependant, in part, upon transport infrastructure and services to function efficiently. By influencing the location, scale, density and mix of land uses and new development, land use planning can help reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport.</p> <p>TAN 18 also considers people with disabilities and identifies that it is important to consider their needs in terms of parking, ensuring that adequate numbers of suitably designed parking spaces are provided in appropriate</p>

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	<p>locations. It also expands on the importance of accessibility in future developments.</p> <p>TAN 18 provides guidance on providing good accessibility with objectives such as; ‘ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;’ and ‘ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;’</p>
<p>TAN 20 Planning and the Welsh Language</p>	<p>TAN 20 advises that consideration of the effects of development on the Welsh language should be considered during the preparation of the development plan, rather than individual language impact assessments. However, there are some exceptions such as on windfall sites.</p>
<p>TAN 23 Economic Development</p>	<p>TAN 23 also provides guidance on matters relating to economic development and recognises the diverse range of employment uses that are present in the economy in Wales. Section 4.6 relates to existing Employment Sites and paragraph 4.6.8 states that;</p> <p>‘The traditional employment uses tend to generate lower land values than many other land uses, especially housing and retail, consequently, any land lost to these uses is generally difficult to replace. Planning authorities should avoid releasing for other uses sites where there is strong evidence of likely future need for B1-B8. In some areas, older, lower-cost employment areas may be required, especially for small and new firms who cannot afford newer and more prestigious accommodation. The loss of such areas may cause harm to local economies and should be avoided.’</p> <p>The proposal presents economic benefits mainly in the form of support for the local supply chain. The proposed use would not have any adverse impact upon neighbouring uses; present or future. It is therefore considered that the proposal is in line with the objectives in paragraph 4.6.9 of TAN 23: ‘Existing employment sites should only be released for other uses if one or more of the following apply:</p> <ul style="list-style-type: none"> • they have poor prospects of being re-occupied for their previous use; • the particular market that the site is part of is oversupplied; • the existing employment use has unacceptable adverse impacts on amenity or the environment; • the proposed redevelopment does not compromise unduly neighbouring employment sites that are to be retained; • other priorities, such as housing need, override more narrowly focussed economic considerations; and/or • land of equal or better quality is made available elsewhere, even if this is not within the local planning authority boundary’

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	It is considered that the proposed industrial development comprising of B1, B8 and sui generis use as a commercial vehicle sales as part of Phase II and B1 and B2 use as part of Phase II is an acceptable use for the site and is in accordance with guidance set out in TAN 23.
'Building Better Places – The Planning System Delivering Resilient and Brighter Futures'(July 2020)	Emphasises the importance of where we live and the quality of the environment around us. This provides further emphasis on the 'Placemaking' principles and in particular the eight following issues that need to be resolved: <ul style="list-style-type: none"> • Staying local: creating neighbourhoods • Active travel: exercise and rediscovered transport methods • Revitalising our town centres • Digital places – the lockdown lifeline • Changing working practices: our future need for employment land • Reawakening Wales' tourism and cultural sectors • Green infrastructure, health and well-being and ecological resilience • Improving air quality and soundscapes for better health and well-being.

Local planning policy and guidance

4.4 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 of policy
Vision and strategic objectives	The JLDP sets out a Vision which, in summary, is as follows: "By 2026, Anglesey and Gwynedd will be recognized for their vibrant and lively communities that celebrate their unique culture, heritage and environment and for being places where people choose to live, work and visit."
Safe, healthy, distinctive and vibrant communities	
Strategic Policy PS 1: Welsh language and culture	The Councils will promote and support the use of the Welsh language in the Plan area. This will be achieved by: The policy requires a Welsh Language Statement, which will protect, promote and enhance the Welsh language, due to the proposed development proving a floor area of over 1,000sqm. The policy goes on to state that it will refuse proposals which would cause significant harm to the character and language balance of a community that cannot be avoided or suitably mitigated by appropriate planning mechanisms. In addition, the policy requires a bilingual Signage Scheme to deal with all operational signage in the public domain that are proposed in a planning application by public bodies and by commercial and business companies.

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Policy ISA1: Infrastructure	Policy ISA1 outlines that 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.
Economy and regeneration	
Strategic Policy PS 13: Providing opportunity for a flourishing economy	Whilst seeking to protect and enhance the natural and built environment, the Councils will facilitate economic growth in accordance with the spatial strategy. This includes the allocation land for employment and business purposes that would require or benefit from business or industrial park type locations in relation to B1, B2, B8 and some sui generis uses during the Plan period within sites which have been included in the employment land hierarchy and allocated on the proposals map (in accordance with Policy CYF 1).
Policy CYF 1: Safeguarding, allocating and reserving land and units for employment use	Land and units on existing employment sites listed below are safeguarded for employment/ business enterprises and are shown on the Proposals Map. This includes the Strategic Regional Site of Parc Bryn Cegin, Bangor. The policy identifies that across the 36 hectare site, B1, B2 and B8 uses will be promoted.
Policy CYF 5: Alternative uses of existing employment sites	Policy CYF5 states that proposals to release land on existing employment sites safeguarded for Use Classes B1, B2 or B8 in accordance with Policy CYF1 for alternative uses will be granted only in special circumstances, provided they conform to one or more of the following criteria: 1. If the site is vacant, that it is unlikely to be used in the short and medium term for the original use or the safeguarded use and there isn't a viable business or industrial use for the site, or 2. There is an over provision of employment sites within the vicinity, or 3. The current employment use is having a detrimental effect on amenity and the environment, or 4. The proposal would not have a detrimental effect on employment uses at adjacent sites, or 5. There is no other suitable alternative site for the proposed use, or 6. If the site is used in the short term (on a temporary basis) it should be assured that there are appropriate restoration measures in place to the satisfaction of the Local Planning Authority.
Sustainable living	
PS 5: Sustainable development	Development will be supported where it is demonstrated that they are consistent with the principles of sustainable development, of which 13 criteria is listed.
PS 6: Alleviating and adapting to the effects of climate change	Proposals will only be permitted where it is demonstrated that they have fully taken into account reducing energy demand, energy efficiency, using low and zero carbon technologies energy where practical and viable, implementing sustainable water management measures, and water efficiency, locating away from flood risk areas and be able to withstand the effects of climate change.

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	<p>In order to alleviate the effects of climate change, proposals will only be permitted where it is demonstrated that they have fully taken account of and responded to the following:</p> <p>1. The energy hierarchy:</p> <ul style="list-style-type: none"> i. Reducing energy demand; ii. Energy efficiency; iii. Using low or zero carbon energy technologies wherever practical, viable and consistent with the need to engage and involve communities; protect visual amenities, the natural, built and historic environment and the landscape.
Policy PCYFF1: Development Boundaries	<p>Policy PCYFF1 states that the JLDP 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.</p>
PCYFF 2: Development criteria	<p>Proposals should be in line with the Plan and national planning policy, make the most efficient use of land, provide appropriate amenity space regard to generation, treatment and disposal of water, where appropriate provision for management and eradication of invasive species. Development should not have an adverse impact on health, safety or amenity of occupiers of adjacent users.</p>
PCYFF 3: Design and place shaping	<p>All proposals will be expected to demonstrate a high-quality design which fully takes into account its context. Innovative and energy efficient design will be particularly encouraged.</p>
PCYFF 4 Design and Landscaping	<p>All proposals should integrate into their surroundings. 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.</p>
PCYFF 5 Carbon Management	<p>Proposals need to demonstrate how the energy hierarchy in policy PS 6 has been applied and how the contribution from renewable or low carbon energy has been maximised. The plan promotes energy efficient design – development should maximise energy efficiency through design, layout, orientation, and use of other techniques to incorporate energy efficiency methods.</p>
PCYFF 6: Water conservation	<p>Proposals should incorporate water conservation measures wherever practical and flood minimisation or mitigation measures.</p>
Natural and built environment	
PS19: Conserving and Where Appropriate Enhancing the Natural Environment	<p>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.</p>

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Policy AMG 2: Special Landscape Areas	Policy AMG2 states that proposals within Special Landscape Areas will need to provide appropriate consideration to the scale and nature of the development ensuring that there is no significant adverse detrimental impact on the landscape.
Policy AMG5: Local Biodiversity Conservation	Policy AMG5 states that proposals must protect and, where appropriate, enhance biodiversity that has been identified as being important to the local area by: a. Avoiding significant harmful impacts through the sensitive location of development. b. Considering opportunities to create, improve and manage wildlife habitats and natural landscape including wildlife corridors, stepping stones, trees, hedges, woodlands and watercourses.
Policy PS20: Preserving and where appropriate enhancing heritage assets	Policy PS20 sets out that in seeking to support the wider economic and social needs of the Plan area, the Local Planning Authorities will preserve and where appropriate, enhance its unique heritage assets. Proposals that will preserve and where appropriate enhance heritage assets, their setting and significant views into and out of the building/area will be granted.

5. Main considerations

Principle of development

- 5.1 The application site forms part of a wider site of Parc Bryn Cegin, which is safeguarded for employment use, relating to B1, B2 and B8 use classes, under policy CYF1 of the JLDP.
- 5.2 The proposed development relates to a builders' merchant, which is sui generis use class. Policy PS 13 of the JLDP states that the Council's will facilitate economic growth by safeguarding current land and units for employment and business use including B1, B2 and B8 uses together with some unique uses. Policy CYF 1 states that land and units on existing employment sites like Parc Bryn Cegin are safeguarded for employment/business enterprises.
- 5.3 In light of the proposal being for a sui generis use, policy CYF5 'Alternative uses of exiting employment sites' is of relevance. Policy CYF5 advises that proposals to release land on existing employment sites safeguarded for use classes B1, B2 or B8, for alternative uses, will only be granted in special circumstances provided that the proposal conforms to one or more of the criteria listed in the policy.
- 5.4 Criteria 1 of Policy CYF5 relates to land which is vacant and that is unlikely to be used in the short and medium term for the original or safeguarded use and there isn't a viable business or industrial use for the site.
- 5.5 The application site, together with the majority of Parc Bryn Cegin has been vacant for a significant amount of time, albeit the grant of outline planning permission for mixed use on the site in 2005. Land surrounding the application site remains vacant and undeveloped, as does the majority of Parc Bryn Cegin, with the exception of plots C1 (development of a cheese factory which has now been established at Mona Industrial Estate) and C7 (for Bio-compressed natural gas vehicle fuelling station).
- 5.6 The fact that Parc Bryn Cegin and the application site remains undeveloped over 10 years after the outline planning permission was granted, clearly demonstrates that there has been a lack of demand for B1, B2 or B8 use at the site over the years, and until a development comes forward to kick-start the use of the site, it may well lay empty for years to come again. As the site is mainly empty, there are sufficient opportunities for other B1, B2 and B8 businesses to develop at the site.

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5.7 Guidance set out in paragraph 4.6.9 of TAN 23 requires proposals for loss of safeguarded employment land to conform with one or more of the criteria set out in paragraph 4.6.6 of TAN 23. The proposed development of a builders' merchant (sui generis use class) on an existing safeguarded employment site is considered to comply with the following relevant criteria (in accordance with TAN 23):

- *'The particular market that the site is part of is oversupplied'* – outline planning permission for mixed use development was granted for Parc Bryn Cegin in 2005 and, to date, there have been very limited interest in the site. Plots C1 and C7 benefit from planning permission, C1, being very recently permitted. The prospect of developing the cheese factory at plot C7 is limited as Mona Dairy have now established at Mona Industrial Estate, Gwalchmai.

The application provides an opportunity to bring this plot into use and could encourage other land within the Parc Bryn Cegin site to come forward for development;

- *'the proposed redevelopment does not compromise unduly neighbouring employment sites that are to be retained'* – it is not considered that the proposal would compromise existing or future uses on the safeguarded employment land.

5.8 PPW defines economic development broadly so that it can include any form of development that generates wealth, jobs and income. In producing development plans or determining planning applications local planning authorities need to bear in mind that traditional business use, classes B1-B8, only account for part of the activity in the economy. It is important that the planning system recognises the economic aspects of all development and that planning decisions are made in a sustainable way which balance social, environmental and economic considerations.

5.9 The proposed development is being brought forward as a result of increased demand by Huws Gray for their services and their desire to expand their Bangor store, however, their existing site restricts future expansion. Huws Gray would therefore relocate from Llandygai Industrial Estate to Parc Bryn Cegin which offers a larger site.

5.10 The proposed development would create three additional full-time jobs. This would be in addition to the 17 existing jobs provided at the Huws Gray store at Bangor. Therefore, whilst being a sui generis use, as opposed to the traditional employment uses under use classes B1, B2 and B8, the proposed development would still create new employment opportunities. It is expected that the new job opportunities would be particularly attractive to the local residents of the community of Maesgeichen, who can easily access the site

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via foot, bicycle and public transport. More information is provided within Section 7 of this report.

5.11 In light of this, we consider the principle of development to be acceptable.

Residential amenities

5.12 Policy PCYFF 2 of the JLDP advises that development should have regard to potential impacts upon 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.

5.13 There are residential properties nearby in terms of Rhos Isaf and Cefn y Coed to the east, between the A5 and plot C1. The village of Llandygai is also located to the north. Given that the proposed development would relate to a sui generis use as a builders' merchant with external yard areas on plot C5, which is some 750m from the residential properties at Rhos Isaf, with plots C1 and C4 positioned between the application site and the residential properties, there is no reason to expect that the development would give rise to an unacceptable effects on residential amenities.

Visual amenities

5.14 The application site lies within the Parc Bryn Cegin site, however, the Bangor Mountain and Minffordd Rural Hinterland Special Landscape Area is located to the east, south and west of the site itself. In order to comply with Policy PCYFF 3 and PCYFF 4, any new development on the site in question should demonstrate a high quality design in terms of siting, appearance, scale, height, massing, elevation treatment, landscaping and be sustainably designed and maintained using innovative and energy efficient design albeit its use being for commercial purposes. Although the site would not be visible from the north, south or east due to its siting within the landscape, it would be visible from the west (Minffordd) albeit any views of the site would be from a distance.

5.15 The building itself would be located towards the north-eastern corner of the site near the approach into the plot from the internal access road serving Parc Bryn Cegin. Whilst the building may be visible in the short term, once other plots within the site are developed, the building itself is positioned in a location where it would integrate effectively into the

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Parc Bryn Cegin site. Landscaping is also proposed along site boundaries that would soften the overall appearance of the development within the site.

Welsh language and culture

- 5.16 Strategic Policy PS1: Welsh language and culture of the JLDP notes that the Councils will promote and support the use of the Welsh language in the Plan area. This will be achieved by requiring a Welsh Language Statement demonstrating how the development would protect, promote and enhance the Welsh language, where industrial or commercial developments employ more than 50 employees and/or with an area of 1,000sqm or more. The proposed development would have a floorspace of 2,045sqm and would therefore trigger the need for a Welsh Language Statement.
- 5.17 The application is accompanied by a Welsh Language Statement which concludes that the proposed development offers the opportunity to sustain and enhance the Welsh language in Bangor by way of continuing to provide employment opportunities for local people, the majority of which are Welsh speakers, which in turn will contribute towards creating sustainable communities.

Economic development

- 5.18 The proposal would represent an investment of around £3M by a local company who wish to expand their Bangor site, providing additional employment opportunities for local people, most of whom are Welsh speakers.

Biodiversity

- 5.19 Policy AMG 5: Local Biodiversity Conservation requires proposals to protect and where appropriate enhance biodiversity that has been identified as being important to the local area. The application is accompanied by a Biodiversity Statement and biodiversity enhancement has been incorporated into the design in terms of landscape planting.

Heritage and conservation

- 5.20 There are a range of scheduled monuments within 3km of the application site which are listed below:

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- CN056 Rhiw Coch Camp
- CN073 Pier Camp
- CN120 Pen Dinas Camp
- CN153 Henge Monument and Cursus
- CN176 Coed Uchaf Hut Group
- CN195 Caer Pencraig Fort
- CN202 Parc Gelli Hut Group and Ancient Fields
- CN252 Hut Circle Settlement NW of Tan-y-Marian
- CN268 Enclosed Hut Circle Settlement at Cororion Rough
- CN287 Hut Circles West of Corbri
- CN335 Ogwen Fish Weir
- CN380 Cegin Viaduct (Penrhyn Railroad)
- CN393 Carnedd Howel Round Cairn
- Registered Parks and Gardens: PGW(Gd)40(GWY)
- Penrhyn Castle (grade II*) World Heritage Sites Slate Industry of Northwest Wales - Penrhyn Quarry and Bethesda, and the Ogwen Valley to Port Penrhyn

5.21 Cadw were consulted during the Pre-application enquiry and confirmed that due to intervening topography, buildings and vegetation, all views between them and the application site would be constrained and therefore no impact on the setting of these historic assets was expected and Cadw raised no objections.

6. Other design considerations

Materials

- 6.1 Materials proposed to be used for the proposed builders' merchant are identified in section 3 of this statement.
- 6.2 The materials proposed reflect the use of the building as a commercial/industrial unit on land which is safeguarded for development. The proposed colours of the building seek to incorporate the development into the wider Parc Bryn Cegin site.

Environmental sustainability

- 6.3 In terms of environmental sustainability, consideration has been given to the effect of the proposed development on the environment.
- 6.4 In considering the principles of the energy hierarchy, reducing energy demand and maximising energy efficiency, a reduction in carbon emissions shall be achieved by the proposed builders' merchant. Please see section 5 for further detail.

Community safety

- 6.5 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 will have any detrimental effect on community safety or on the amenity of nearby uses at Parc Bryn Cegin.

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 JLDP are as follows:
- Strategic policy PS4 'sustainable transport, development and accessibility';
 - Policy TRA 2 'Parking Standards'; and
 - Policy TRA 4 'Managing Transport Impacts'.
- 7.3 The application is accompanied by a Transport Statement. This section should be read alongside the Transport Statement.

Movement to, from and within the development

- 7.4 Vehicular and pedestrian access to and from the site would be via the existing entrance from the internal road serving Parc Bryn Cegin. A pedestrian crossing would provide a convenient and safe route for pedestrians directly towards the main entrance.
- 7.5 The service yard itself would only be used by operational vehicles and HGVs. The submitted site layout plan provides HGV tracking to confirm that the internal layout is suitable and convenient.

Sustainability

- 7.6 PPW supports the transport hierarchy, which prioritises sustainable means of transport, including walking, cycling and public transport, over travelling by private car. TAN18 encourages development to take place in areas which would reduce car dependency and increase social inclusion.
- 7.7 At a local level, Strategic policy PS4 'sustainable transport, development and accessibility' advises that development will be located so as to minimise the need to travel. Bangor is classed as a Sub-Regional Centre within the JLDP, which is home to a variety of residential development, a University and College, business and industrial

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developments and heritage, cultural, leisure and commercial opportunities. It is identified as the most sustainable settlement within the plan area of Gwynedd and Anglesey.

- 7.8 The Transport Statement provides details of public transport links available near the application site. These include links for pedestrians, bus stops, train and ferry terminal. Whilst it is accepted that the very nature of the site is likely to facilitate travel by private vehicle, it has been demonstrated that options for onward travel on foot, by bicycle and by public transport are available for future employees and customers.
- 7.9 The application site is accessible by all means of transport including by private transport, on foot and by use of public transport. A bus stop is located 400m from the main entrance to the site along the A5. From here bus services are frequent and throughout the day to the neighbouring city of Bangor and other nearby settlements. Additionally, the community of Maesgeirchen is located to the north of the site, and is easily accessible to and from the site on foot and bicycle via Route 82 of the National Cycle Route, which is located just off Lon Cefn Ty to the north of the site. Therefore, any residents employed at the site (existing employees or newly employed as a result of the proposed development) would be able to access the premises conveniently and safely.
- 7.10 It is considered that the application site complies with planning policy aims in terms of locating development in location accessible by all means of transport to ensure sustainable development.

Parking

- 7.11 Policy TRA 2: Parking Standards of the JLDP advises that parking provisions for all modes of transport should be in accordance with the Council's Parking Standards.
- 7.12 Pre-application discussions with the Local Highway Authority confirmed that there were no concerns based on highway safety, however, that parking should be provided in accordance with CSS Wales Parking Standards (2014).
- 7.13 The proposal provides 22 car parking space to include two accessible spaces. The application site is considered to be within the zone 2-5 category which notes the requirement for the following parking provision:
- 3 commercial vehicle spaces;
 - 1 space per 80sqm & 10% of GFA

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- 7.14 The total GFA would be 2405sqm and 10% of the GFA would be 240sqm, which would require 33 spaces.. Therefore, the total parking requirement would be 3 commercial vehicle spaces and 33 parking spaces.
- 7.15 There are three parking bays for commercial vehicles in front of the warehousing entrances. Discussions will be undertaken with the Local Highway Authority during PAC to confirm the required number of parking spaces.

8. Conclusion

- 8.1 The application relates to the development of a builders' merchant and associated external yard space on plot C5 on Parc Bryn Cegin, Bangor for Huws Gray Limited. This would see the applicant relocate their existing store from Llandygai Industrial Estate to Parc Bryn Cegin, which would enable Huws Gray to expand their Bangor site, which currently restricts future expansion.
- 8.2 Permission was granted for the development of Parc Bryn Cegin back in 2005 and it was hoped the park would create a more "prosperous local economy", but it has been empty ever since, until planning permission was granted recently for a Bio-compressed natural gas vehicle fuelling station at plot C1, which would provide very limited jobs. The proposed development could provide the first new jobs on the business park and act as a catalyst for further investment.
- 8.3 Policy PS 13 of the JLDP states that the Council's will facilitate economic growth by safeguarding current land and units for employment and business use including B1, B2 and B8 uses together with some unique uses. Policy CYF 1 states that land and units on existing employment sites like Parc Bryn Cegin are safeguarded for employment/business enterprises.
- 8.4 Policy CYF5 advises that proposals to release land on existing employment sites safeguarded for use classes B1, B2 or B8, for alternative uses, will only be granted in special circumstances provided that the proposal conforms to one or more of the criteria listed in the policy.
- 8.5 The fact that Parc Bryn Cegin and the application site remains undeveloped over 10 years after the outline planning permission was granted, clearly demonstrates that there has been a lack of demand for B1, B2 or B8 use at the site over the years, and until a development comes forward to kick-start the use of the site, it may well lay empty for years to come again. As the site is mainly empty, there are sufficient opportunities for other B1, B2 and B8 businesses to develop at the site.
- 8.6 The principle of development is therefore considered acceptable. The proposal would represent an investment of around £3M by a local company who wish to expand their Bangor site, providing additional employment opportunities for local people, most of whom are Welsh speakers.

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