

Caulmert Limited

Engineering, Environmental & Planning
Consultancy Services

Penmaenmawr Road, Llanfairfechan

Castle Green Homes

Proposed residential development

Planning and Design & Access Statement

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Planning and Design & Access Statement

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1.0 INTRODUCTION

1.1 Background

1.1.1 Caulmert Ltd has been appointed by Castle Green Homes Ltd (“the applicant”) to prepare this Planning and Design & Access Statement.

1.1.2 At this stage the Statement forms part of a statutory Pre-Application Consultation and it relates to a proposed application for full planning permission for the change of use of land for residential development comprising 55 dwellings , including the formation of new vehicular accesses, the provision of public open space, landscaping, car parking and associated infrastructure (“the proposed development”), on land adjoining Penmaenmawr Road, Llanfairfechan, Conwy (“the site”).

1.2 Site Location and Description of the application site

1.2.1 The proposed site comprises 2.62 hectares of undeveloped land off Penmaenmawr Road in Llanfairfechan. Llanfairfechan is a main urban settlement within Conwy which is easily accessible off the A55 North Wales Expressway. The proposed development would be approximately 800m walking distance from the centre of Llanfairfechan which provides a full range of services.

1.2.2 The application site is broadly rectangular with the North-Western boundary formed by hedgerow parallel to Penmaenmawr Road. The South-Eastern boundary of the site is parallel to Penmaen Park a narrow lane accessed off Penmaenmawr Road which provides access to a number of dwellings which overlook the application site, albeit at a higher level than any part of the application site. The boundary is made of hedgerow, post and rail fencing with a number of telegraph poles. The South-Western boundary bisects the open field running from directly opposite the last dwelling, Y Ddol on Penmaen Park to join the North-Western boundary on Penmaenmawr Road. The North-Eastern boundary has an approximately 2m high stone wall which begins at the existing site entrance at the most Northerly corner of the site directly onto Penmaenmawr Road.

1.2.3 The site undulates downwards from the boundary with Penmaen Park to Penmaenmawr Road, reaching the lowest flattest point at the existing entrance in the northern corner.

1.2.4 Llanfairfechan is served by a range of services, such as a village store convenience store, butchers and craft shop. The junior school Ysgol Pant-Y-Rhedyn is located almost opposite the site with the infant school, Ysgol Babanod, located within the centre of the village. There is a Community Hall, several local pubs and eateries located within the village. All are within walking and cycling distance of the site.

1.2.5 The North Wales Coastal path is parallel to the south-eastern boundary of the site and Nant Y Coed nature reserve are close to the application site providing a range of recreational opportunities.

- 1.2.6 Due to the location of the site close to the A55 North Wales Expressway there are major retail and employment opportunities available in nearby Conwy and Bangor. Both these main centres are accessible by direct trains from the station in Llanfairfechan which is a 10 minute walk from the application site. The number 5 bus route runs along Penmaenmawr Road and is a regular service between Caernarfon and Llandudno.

2.0 DEVELOPMENT PROPOSALS

- 2.1.1 The proposal comprises the construction of 55 mainly two storey dwellings but with some split level two and three storey, laid out rows parallel with Penmaenmawr Road.
- 2.1.2 A mixture of seven house types are proposed comprising a mix of two, three and four bedroom detached and semi-detached dwellings. The proposed mix of market housing is set out in table 2.1 below.

3 Bed detached	3
3 Bed split level bungalow	8
3 Bed split level house	17
4 Bed detached	6
4 Bed split level detached	12

Table 2.1 - Schedule of Open Market Housing

- 2.1.3 Ten of the 55 proposed dwellings will be affordable units, and the proposed affordable mix is set out in Table 2.2 below.

2 Bed semi-detached	7
3 Bed semi-detached	3

Table 2.2 - Schedule of Affordable Housing

- 2.1.4 A new vehicular access to the site will be provided off Penmaenmawr Road, close to the existing access. This will be a priority control T-junction. It is designed to typical residential standards and the internal road layout will provide a 5.5m width carriageway with 2m footways on both sides of the road which connected to the existing pedestrian infrastructure on Penmaenmawr Road.

3.0 PLANNING HISTORY

- 3.1.1 An online review of Conwy County Borough Council's planning records shows no relevant planning history for the site.

4.0 PLANNING POLICY CONTEXT

4.1 Introduction

4.1.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004, requires that a planning application be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.2 Planning Policy Wales - Edition 11

4.2.1 Planning Policy Wales (PPW) Edition 11 was published in February 2021 and is a material consideration. It sets out the land use planning policies of the Welsh Government and is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the overarching national planning policy framework for Wales.

4.2.2 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.

4.2.3 Paragraph 1.3 states that *“PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals”*.

4.2.4 PPW Chapter 1 ‘Introduction’ sets out seven well-being goals for a sustainable Wales;

- *A globally responsible Wales*
- *A prosperous Wales*
- *A resilient Wales*
- *A healthier Wales*
- *A more equal Wales*
- *A Wales of cohesive communities*
- *A Wales of vibrant culture and thriving Welsh Language*

4.2.5 The Well-being of Future Generation Act (Wales) places a duty on public bodies to carry out sustainable development. The Act provides the following definition of sustainable development in Wales;

- *“Sustainable development” means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in*

accordance with the sustainable development principle, aimed at achieving the well-being goals.

- *Acting in accordance with the sustainable development principles means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs”.*

4.2.6 Paragraph 1.18 re-iterates the presumption in favour of sustainable development.

4.2.7 paragraph 1.22 states that development proposals are to be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

4.2.8 Chapter 2 ‘People and Places: Achieving Well-being Through Placemaking’, at Paragraph 2.13, ‘Key Planning Principles’ states:

“The plan-led system underpins the delivery of sustainable places to ensure all development plans and decisions taken by the planning system work together to deliver sustainable places. The Key Principles (see Figure 4) represent a guiding vision for all development plans, including Future Wales. These principles support the culture change needed to embrace placemaking and ensure that planning facilitates the right development in the right place”.

4.2.9 Paragraph 2.14 continues stating that *“These principles will enable the goals and five ways of working set out in the Well-being of Future Generations Act to be realised through land use planning. They provide the context and will act as a catalyst for the positive delivery of the planning system across Wales”.*

4.2.10 Chapter 2 ‘People and Places: Achieving Well-being Through Placemaking’, at Paragraph 2.15 states:

“National Sustainable placemaking outcomes should be used to inform the preparation of development plans and the assessment of development proposals”.

4.2.11 . National Sustainable placemaking outcomes are identified in Figure 5 of PPW as:

- Creating and Sustaining Communities;
- Making best use of resources;
- Growing our economy in a sustainable manner;
- Maximising Environmental Protection and Limiting Environmental Impact; and
- Facilitating Accessible and Healthy Environments.

4.2.12 Chapter 3, ‘Strategic and Spatial Choices’, at paragraph 3.3 states:

“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”.

4.2.13 Paragraph 3.4 states:

“Design is an inclusive process, which can raise public aspirations, reinforce civic pride and create a sense of place and help shape its future.”

4.2.14 Chapter 4, Active and Social Places, at paragraph 4.1.1 Transport states that:

“The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by

- *Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles”.*

4.2.15 Paragraph 4.1.4 states that “Land use and transport planning must be integrated. The planning system must ensure it enables integration:

- *Within and between different types of transport;*
- *Between transport measures and land use planning;*
- *Between transport measures and policies to protect and improve the environment; and*
- *Between transport measures and policies for education, health, social inclusion and wealth creation”.*

4.2.16 Paragraph 4.1.9 – ‘Sustainable Transport’ confirms that “The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport”.

4.2.17 Paragraph 4.1.10 goes on to state that “The planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:

- *Are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- *Are designed in a way which integrates them with existing uses and neighbourhoods; and*

- *Make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”*

4.2.18 With regards to car parking, paragraph 4.1.49 states;

“Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place ... Planning authorities must support schemes which keep parking levels down, especially off street parking when well designed”.

4.2.19 Paragraph 4.2 – ‘Housing’, at paragraph 4.2.1 states that:

“Planning authorities must understand all aspects of the housing market in their areas, which will include the requirement, supply and delivery of housing”.

4.2.20 Paragraph 4.2.10 states that *“The supply of land to meet the housing requirement proposed in a development plan must be deliverable. To achieve this, development plans must include a supply of land which delivers the identified housing requirement figure and makes a locally appropriate additional flexibility allowance for sites not coming forward during the plan period”.*

4.2.21 Paragraph 4.2.11 continues stating that *“Planning authorities must use their housing trajectory as the basis for monitoring the delivery of their housing requirement. Accurate information on housing delivery assessed against the trajectory is necessary to form part of the evidence base for development plan Annual Monitoring Reports (AMRs) and for subsequent plan review”.*

4.2.22 Paragraph 4.2.16 states that:

“Planning authorities, land owners and house builders must work together constructively to identify deliverable housing land in sustainable locations for development”.

4.2.23 Paragraph 4.2.25 – ‘Affordable Housing’ states that:

“A community’s need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications”.

4.2.24 Chapter 5, ‘Productive and Enterprising Places’, at paragraph 5.7.7 states;

“The benefits of renewable and low carbon energy, as part of the overall commitment to tackle climate change and increase energy security, is of paramount importance”. The continued extraction of fossil fuels will hinder progress towards achieving overall commitments to tackling climate change. The planning system should:

- ... facilitate the integration of sustainable building design principles in new development;
- Optimize the location of new developments to allow for efficient use of resources...”

4.2.25 Chapter 5, paragraph 5.8, ‘Sustainable Buildings’, at paragraph 5.8.1 states that:

“The Planning system should support new development that has very high energy performance, supports decarbonisation, tackles the causes of climate change, and adapts to the current and future effects of climate change through the incorporation of effective mitigation and adaption measures”.

4.2.26 Chapter 6 ‘Distinctive and Natural Places’, at paragraph 6.1.9, in relation to the Historic Environment states that:

“Any decisions made through the planning system must fully consider the impact on the historic environment and on the significance and heritage values of individual historic assets and their contribution to the character of place”.

4.2.27 Regarding Green Infrastructure, paragraph 6.2.5 states that:

“The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, helping to overcome the potential for conflicting objectives, and contributing towards health and well-being outcomes”.

4.2.28 In respect of Landscape, paragraph 6.3.3 states:

“All the landscapes of Wales are valued for their intrinsic contribution to a sense of place, and local authorities should protect and enhance their special characteristics, whilst paying due regard to the social, economic, environmental and cultural benefits they provide, and to their role in creating valued places. Considering landscape at the outset of formulating strategies and policies in development plans and when proposing development is key to sustaining and enhancing their special qualities, and delivering the maximum well-being benefits for present and future generations as well as helping to deliver an effective and integrated approach to natural resource management over the long term”.

4.2.29 In relation to Sustainable Drainage systems and Development, paragraph 6.6.17 states that:

“New developments of more than one dwelling or where the area covered by construction work equals or exceeds 100 square metres also require approval from the SuDS Approval Body (SAB) before construction can commence”.

4.2.30 At paragraph 6.6.18, it also states that:

“The provision of SuDS must be considered as an integral part of the design of new development and considered at the earliest possible stage when formulating proposals for new development”.

4.3 Technical Advice Notes

4.3.1 In addition to PPW11, a number of Technical Advice Notes (TANs) have been prepared by the Welsh Government. Those of relevance to the determination of this Application comprise the following:

- TAN2 – Planning and Affordable Housing;
- TAN5 – Nature Conservation and Planning;
- TAN12 – Design;
- TAN15 – Development and Flood Risk;
- TAN18 – Transport;
- TAN20 – Planning and the Welsh Language; and
- TAN24 – The Historic Environment.

4.4 Local Development Plan

4.4.1 Development proposals should be determined in accordance with the Development Plan unless material considerations indicate otherwise, in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004.

4.4.2 The development plan for Conwy comprises Conwy County Borough Council Local Development Plan (LDP) 2007-2022 which was formally adopted in October 2013.

4.5 Conwy County Borough Council Local Development Plan (LDP) 2007-2022

4.5.1 The Conwy Local Development Plan (LDP) covers that part of the Conwy County Borough outside Snowdonia National Park and covered the period 2007-2022. The LDP acts as a single framework for the control of development and use of land within Conwy. It sets out the key challenges facing Conwy, identifies the Vision, Objectives and the Spatial Strategy for development in the area over the period 2007 to 2022 and is used by the Council to guide and control development, providing the basis by which planning applications will be determined.

4.5.2 The relevant policies of the adopted LDP comprise the following:

- Policy 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;
- Policy DP/6- National Planning Policy and Guidance;
- Policy HOU/1- Meeting the Housing Needs;
- Policy HOU/2- Affordable Housing for Local Need;

- Policy HOU/4- Housing Density;
- Policy HOU/5- Housing Mix;
- Policy CFS/1- Community Facilities and Services;
- Policy CFS/11- Development and Open Space;
- Policy NTE/1- The Natural Environment;
- Policy NTE/3- Biodiversity;
- Policy NTE/8- Sustainable Drainage Systems;
- Policy NTE/9- Foul Drainage;
- Policy NTE/10- Water Conservation;
- Policy CTH/1- Cultural Heritage;
- Policy CTH/2- Development Affecting Heritage Assets;
- Policy CTH/5- The Welsh Language;
- Policy STR/1- Sustainable Transport, Development and Accessibility;
- Policy STR/2- Parking Standards;
- Policy STR/3- Mitigating Travel Impact; and
- Policy STR/4- Non-Motorised Travel.

4.5.3 An assessment of the proposed development against the relevant LDP policies in undertaken at Section 5.0 below.

4.6 Conwy Replacement Local Development Plan (RLDP) 2018 – 2033

4.6.1 The Council consulted on the Preferred Strategy RLDP from 29th July to 20th September 2019. The RLDP will replace the current LDP in due course. The Replacement LDP sets out a broad preferred strategy for the development of the Borough up to 2033 but does not include draft allocations or designations which the Replacement LDP indicates will be set out at Deposit Stage.

4.6.2 Work on the RLDP has halted due to the impact of the Covid-19 pandemic. Following advice from Welsh Government the Council have been revising the evidence base and anticipate that a Deposit draft RLDP will be produced in Summer 2023 which will then be reported to full Council. A public consultation will commence soon after the Council approval.

4.6.3 Given that the Replacement LDP is at reasonably early stages, very limited or no weight can be attributed to the emerging preferred strategy at present.

4.7 Supplementary planning guidance documents (SPGs)

4.7.1 Adopted SPGs provide more detailed explanation and mechanisms to assist applicants in satisfying the requirements of the development plan policies to which they relate.

4.7.2 The Council has a series of Supplementary Planning Guidance which are relevant to the development, these include:

- LDP2: Parking Standards (February 2014);

- LDP4: Planning Obligations (July 2014);
- LDP5: Biodiversity in Planning (November 2014);
- LDP6: Welsh Language (November 2014);
- LDP9: Design (July 2015);
- LDP13: Affordable Housing (August 2017);
- LDP14 Conservation Areas (July 2015);
- LDP34 Waste Storage and Collection in New Developments; and
- LDP40: Trees and Development (February 2017).

5.0 PLANNING CONSIDERATIONS

5.1 Principle of Development

- 5.1.1 For the purposes of the Development Plan, the site is located within the Settlement Boundary of Llanfairfechan. LDP Policy DP/2 seeks to focus development in the main urban areas of the Borough and Llanfairfechan is a named Urban Area within the Policy. The proposed development is therefore considered to be sustainable and complies wholly with overarching strategic approach set out in LDP Policy DP/2.
- 5.1.2 In addition to being located within the identified Settlement Boundary, Strategic Policy HOU/1 identifies the site as a 'Contingency Site'. These sites were to be held in reserve and released for development on a managed basis if the allocated housing sites in the Plan do not come forward for development as anticipated.
- 5.1.3 LDP Policy HOU/1 sets out the basis for the release of 'Contingency Sites', it states "*If, following adoption of the LDP, the Joint Housing Land Availability Study (JHLAS) indicates that the Council is unable to achieve a five year housing land supply, the Council will release a site (or sites) from the list of contingency sites, in order to increase the housing land supply*".
- 5.1.4 It states that the release of the 'contingency sites' will be based on the following criteria:
- i) *The location of the site within the Spatial Strategy, with priority being given to the release of a site in the same area where a shortfall in the land supply has been identified, and;*
 - ii) *The ranking of the site within BP/21, with priority being given to releasing the highest ranking contingency sites.*

5.2 Housing Land Supply

- 5.2.1 The Council's latest Joint Housing Land Availability Study (JHLAS) was published in October 2019 and states that the Borough are unable to demonstrate a 5-year housing land supply. Having regard to the guidance contained in TAN1 (paragraph 8.2) at the time of its preparation, the housing land supply in the Borough was **2.5 years** and therefore the requirements of Paragraph 4.2.15 of PPW11 were not met.
- 5.2.2 However, since the publication of this Study, TAN1 has now been revoked by the Welsh Government and with it the requirement for Local Planning Authorities to prepare a Joint Housing Land Availability Study.
- 5.2.3 Notwithstanding the changes to housing land supply requirements through the revocation of TAN 1 and subsequent amendments to PPW, which seek to apply a housing trajectory approach housing need and associated land supply requirements, the Borough Council acknowledge that they have a lack of housing land supply due to previous under delivery.

- 5.2.4 In acknowledging the shortfall in supply Paragraph 2.3 of the 2019 JHLAS states in regard to the 'contingency sites' that *"These sites have therefore been released in line with Policy HOU/1 and the calculation in Table 3 shows the land supply position including Contingency sites"*.
- 5.2.5 In acknowledging the housing shortfall and releasing the 'contingency sites' in accordance with Policy HOU/1 it is considered that the application site accords with Policy DP/2 and Policy HOU/1 and the principle of development is established.

5.3 Housing Mix and Tenure

- 5.3.1 The proposed development comprises the following housing mix:

3 Bed detached	3
3 Bed split level bungalow	8
3 Bed split level house	17
4 Bed detached	6
4 Bed split level detached	12
2 Bed semi-detached Affordable Dwelling	7
3 Bed semi-detached Affordable Dwelling	3

- 5.3.2 As set out above the proposals comprise 10 affordable dwellings, which equates to a provision of 18% of the total number of units. Whilst the requirement in LDP Policy HOU/2 is 20% the policy does state *"A lower provision may be acceptable where it can be clearly demonstrated and supported by the submission of evidence..."*
- 5.3.3 Policy HOU/5 states that development proposals should reflect the requirements for tenure, house types and sizes as set out in the Local Housing Market Assessment, unless it can be demonstrated by evidence that the local circumstances of the particular settlement or location suggests a different mix of housing which would better meet the local needs.
- 5.3.4 Background Paper 9 (BP9) to the Replacement Local Plan sets out the most up-to-date Local Housing Market Assessment and was published in September 2018.

5.3.5 BP9 Table 27 defines the recommended mix of market housing types on residential sites as follows:

- 1 Bed – 10%
- 2 Bed -20%
- 3 Bed – 35%
- 4 bed+ - 35%

5.3.6 In respect of the proposed development the mix comprises the following:

- 1 Bed – 0%
- 2 Bed – 13%
- 3 Bed – 56%
- 4 bed+ - 31%

5.4 Highways

5.4.1 The Application is supported by a Transport Assessment (TA) prepared by SCP.

5.4.2 Access to the site is proposed off Penmaenmawr Road via a simple priority-controlled T-junction. The vehicular access has been designed to typical residential standards, providing a 5.5m carriageway with 6m corner radii and 2m footways on both sides of the road which connect to the existing pedestrian infrastructure on Penmaenmawr Road.

5.4.3 Analysis of the available five-year road safety record of the TA study area has been examined and does not represent a material concern in the context of the development.

5.4.4 The accessibility of the site has been assessed by walk, cycle, and bus and train modes has been undertaken within the TA and overall, the site is considered to be reasonably well located in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that future residents will not be wholly reliant on the private car to travel for employment, education, leisure and retail purposes.

5.4.5 Whilst the proposed development falls well below the threshold for when a TA is required and is not anticipated to result in a material intensification of the local highway network given the close proximity of the site to the A55 North Wales Expressway, this TA considers the traffic impact of the development on the operation of the A55 North Wales Expressway / Penmaenmawr Road junction.

- 5.4.6 The impact of the traffic arising from the scheme has been tested in detail at the A55 North Wales Expressway / Penmaenmawr Road junction and the assessments show that it has sufficient spare capacity to accommodate the proposed development.
- 5.4.7 Given the conclusions of the TA it is therefore considered that the proposed development complies with LDP Policies STR/1 and STR/3
- 5.4.8 The Council's adopted parking standards are set out in SPG 'LDP2: Parking Standards' which sets out the requirement for a maximum of 1 space per bedroom (up to a maximum of 3 spaces), as well as 1 visitor space per 5 units.
- 5.4.9 The submitted site layout plan illustrates that the proposed development provides a level of parking in accordance with the Council's maximum parking standards.

5.5 Flood Risk and Drainage

- 5.5.1 A Flood Consequences Assessment (FCA) has been prepared by Coopers and is submitted in support of the application.
- 5.5.2 The site is located within Flood Zone 1 and the FCA shows that it is at low risk of flooding from rivers, surface water, groundwater, sewers and climate change. Therefore, mitigation measures are not considered necessary for any future development at the site.
- 5.5.3 All potential sources of flooding have been considered as part of the FCA and there are no known records of historical flooding at the site.
- 5.5.4 Infiltration tests have determined that the underlying soils have poor infiltration characteristics. Therefore, surface water run-off from highways, roof and private drives will discharge into the ordinary watercourse.
- 5.5.5 It is acknowledged that the development will increase the impermeable area of the site, therefore in order to ensure the increase in runoff will not have an impact elsewhere all flows will discharge to ground within the site boundary.
- 5.5.6 All surface water run-off from highways, roof and private drives will be collected into gravity piped networks and discharged into networks of oversized pipes and SuDS attenuation features.
- 5.5.7 Overall it is considered that the proposals comply with planning policy and LDP Policies DP/1, DP/3, DP/4, DP/6 and NTE/8.

5.6 Biodiversity

- 5.6.1 In support of the application a Preliminary Ecological Appraisal (PEA) has been prepared by Ascerta.

- 5.6.2 The PEA was undertaken on 10th October 2022 and the subsequent assessment comprises a desk study and biological records search, as well as a site walkover survey in order to map habitat types. The survey was extended to assess the potential for protected species to use the site. The PEA provides baseline data as to current site conditions and where appropriate allows recommendations to be made in respect of further potential work in order to satisfy current wildlife legislation.
- 5.6.3 The site comprises a semi-improved grassland field with pockets of scrub and tall ruderal throughout. A wet ditch flows through the western half of the site and a dry ditch is directly connected. Species poor hedgerow borders the north-western and south-eastern site boundaries and scattered trees are present throughout.
- 5.6.4 The site lies 175m south of Statutory sites:
- Treth Lafan SSSI/LNR
 - Y Fenai a Bae Conwy/Menai Strait and Conwy Bay SAC; and
 - Traeth Lafan/Lavan Sands, Conway Bay SPA
- 5.6.5 The Liverpool Bay/Bae Lerpwl (Wales) SPA is also located 350m to the north.
- 5.6.6 It is unlikely that the sites above will be directly impacted by the proposals during the construction phase due barriers in the form of residential dwellings and the North Wales Expressway (A55) that will likely absorb any noise, dust and pollution.
- 5.6.7 However, the PEA considers that the proposals will likely indirectly impact these sites due to an increase in recreational pressure. The impacts may include increased footfall from the new dwellings as well potential disturbance for species associated with designated areas from dogs. It is therefore recommended that a mitigation strategy is produced and implemented in order to lesson potential impacts post development.
- 5.6.8 All non-statutory sites lie over 400m from the site, therefore will not be directly impacted by the proposals during the construction phase due to the separation distance. However, it is likely that the sites will receive a small increase in recreational pressure due to the proposals. It is considered that there will be no adverse impact on any non-statutory sites in the vicinity as a result of the proposals.
- 5.6.9 The site does not lie within a Natural Resources Wales SSSI Impact Risk Zone and it is considered that there will be no impact on any SSSIs in the vicinity as a result of the proposals.
- 5.6.10 Existing habitats on site comprise semi-improved grassland, scrub, tall ruderal, wet ditch, dry ditch, species poor hedgerow and scattered tree. These habitats are considered to have an ecological value of within the zone of influence of the site or lower. The site contains no designated or priority habitats, however, lies approximately 175m of a number of designated sites as listed at 5.6.4 above.

5.6.11 The assessment concludes that there is no adverse risk to any designated sites, habitats or protected or notable species from the proposed development. However, it recommends that a number of surveys and reasonable avoidance method statements will be required to ensure that as the development is constructed without any negative impact on existing potential or likelihood of use for commuting, nesting or foraging species. This can be secured by imposition of planning conditions.

5.7 Heritage Impacts

5.7.1 An Archaeological Assessment and Historic Asset Setting Impact Assessment have been undertaken by Gwynedd Archaeological Trust in support of the application.

5.7.2 There are no known statutory or non-statutory designated assets within the proposed development site, but the site is part of the wider agricultural, industrial and settlement multiperiod landscape that includes prehistoric, Roman and post-medieval activity.

5.7.3 There are fifty-five statutory and non-statutory designated assets within the assessment area that comprises the development site and a 500m buffer.

5.7.4 The proposed development lies 375m to the north of Gwern y Plas Ancient Village

5.7.5 Scheduled Monument, which is the remains of a late prehistoric or Roman period settlement site and consists of an unenclosed group of nine grass-covered stone-walled huts situated on ground that slopes gently to the west.

5.7.6 The site is located close to the Grade II* Listed Building Wern Isaf (formerly Rosebriars) and associated garden, both of which were constructed by Llanfairfechan born architect Herbert Luck North around 1900, in the arts and crafts style.

5.7.7 The site is located near to the Llanfairfechan (Town Centre) Conservation Area and the Llanfairfechan (The Close) Conservation Area.

5.7.8 Cadw have identified two designated heritage assets in proximity of the development site, which are:

- Gwern y Plas Ancient Village Scheduled Monument; and
- Grade II Wern Isaf (formerly Rosebriars) Registered Historic Park and Garden.

5.7.9 This assessment demonstrates that the Gwern y Plas Ancient Village Scheduled Monument will not be impacted by the proposals, but that the Wern Isaf (Rosebriars) Registered Historic Park and Garden may be.

5.8 Arboricultural Impacts

- 5.8.1 In accordance with LDP Policies NTE/1 and NTE/4 this application is accompanied by an Arboricultural Impact Assessment (AIA), prepared by Ascerta, which includes an assessment of the existing trees on Site to British Standards.
- 5.8.2 The purpose of the survey and of this report is to identify the impact of the proposed development of the site on trees, both within and immediately adjacent the site.
- 5.8.3 The direct and indirect impacts on tree cover as a result of the development proposals are outlined within the AIA and mitigation proposed accordingly that seeks where possible to satisfy local and national planning guidance and policy. Where trees are proposed for removal it is recommended that replacement planting should be undertaken as part of a landscape strategy for the site in line with local plan requirements and to integrate the development into the surrounding landscape.
- 5.8.4 The AIA recommends that arrangements for the safeguarding and physical protection of retained trees should be agreed and implemented in a manner consistent with current best arboricultural management practices to minimise any potentially negative effects on long term tree cover.
- 5.8.5 Due to the condition of all retained trees, G1 in particular, the AIA recommends a management plan be prepared to minimise the risk of any potential hazards in the future. G1 consists of multiple over mature Ash trees in significant decline and with evidence of the fungal fruiting body *Innonotus hispidus* on multiple stems and branches.

5.9 Landscape

- 5.9.1 A Landscape and Visual Impact Appraisal (LVIA) has been prepared by Ascerta, in support of the application. The purpose of the LVIA is to address both the effects on the landscape as a resource and the effects on visual amenity resulting from the proposed development.
- 5.9.2 The LVIA considers that there will be a loss of sloping pastoral field and the addition of built form that would be located within the settlement boundary without affecting the settlement boundary extent and not contribute to urban sprawl. The proposed built form would also be designed so that scale, mass, height, material, and orientation are in keeping with the surrounding local vernacular of the settlement. These alterations would have a moderate-minor adverse level of effect on the immediate environs of the site and local area at district level.
- 5.9.3 Furthermore, the change from a pastoral field to built form will not be unduly incongruous with the edge of settlement location. It is argued that the site and local countryside is urban rural fringe with its sensitivity already affected by immediately adjacent urban form as part of the baseline. It is considered that the proposed development would have a medium to small change on the landscape at a national and district level that would reduce over time to a small change of a neutral nature.

- 5.9.4 Landscape character areas at both national and district level that would experience indirect effects from the south and/ or east would experience only negligible effects which includes a small part of Snowdonia National Park. The LVIA considers the proposed development to not detrimentally affect Snowdonia National Park nor detrimentally affect the local and wider landscape character.
- 5.9.5 It is considered that the proposed development will not detrimentally affect any landscape relevant designations in terms of landscape and visual. Mitigation and enhancement recommendation will aim to conserve and, where possible, enhance biodiversity and key landscape features within the area including hedgerow, scrub, trees, grass and wildflower into the proposed built environment.
- 5.9.6 The highest impact of the proposals is considered to be on localised visual receptors with four residential receptor groups likely to experience Substantial-Moderate adverse effects at construction and year 1 of operation due to being located immediately adjacent to the north east, north west and south east boundaries of the site with partial or limited screening. Of the four residential receptor groups, only one receptor group off Penmaen Park to the immediate south east will still experience Substantial-moderate adverse effects by year 15 of operation due to the partial screening of a picturesque sea view. The other three receptor groups will experience reduced level of effects or neutralised nature of effects by year 15 of operation.
- 5.9.7 Pedestrian users of footpath 08/02 that runs parallel with the south-east boundary of the proposed development will experience Moderate adverse effects at construction, and years 1 and 15 of operation due to the proposed development being visible for most of the route. The remaining visual receptors are not expected to experience effects greater than Moderate-Minor Adverse effects, due to increasing distance between the site and receptors to the east and south, intervening landform, trees, woodland and built form. Mitigation and enhancement measures are recommended in section 8 of this report to help minimise, soften, or reduce the amount of change experienced by visual receptors at close, mid and far ranges.
- 5.9.8 The LVIA considers that a new residential development will make effective use of the site, which is currently used as a pastoral field with trees and perimeter hedgerows, walling and fencing. The proposed development will provide multiple benefits to both the urban and rural environment by providing housing in a location that is within the defined settlement boundary, easily accessible, and surrounded by existing residential development to the north east, south east, and north west.
- 5.9.9 The proposed development will be in keeping with the surrounding urban character of Llanfairfechan and the scale, mass, height, materials and orientation of the proposed built form will be considered in relation to the local vernacular if the coastal Town.
- 5.9.10 The site location enables a logical gapping up within the settlement boundary without extending the settlement edge or contributing to urban sprawl. Only three trees will be lost and a small loss of hedgerow for the new proposed access.

6.0 DESIGN AND ACCESS

6.1.1 The following Section of this report provides details the application proposals.

Use

6.1.2 The application seeks permission for the change of use of land for residential development, comprising 55 dwellings, including the formation of new vehicular accesses, the provision of public open space, landscaping, car parking and associated infrastructure.

Amount

6.1.3 The development comprises a total of 55 dwellings.

Housing Mix, Density and Floorspace

6.1.4 The proposed development will comprise the following mix:

3 Bed detached	3
3 Bed split level bungalow	8
3 Bed split level house	17
4 Bed detached	6
4 Bed split level detached	12
2 Bed semi-detached Affordable Dwelling	7
3 Bed semi-detached Affordable Dwelling	3

6.1.5 The net density of the scheme is 35 dwellings per hectare and the total residential floorspace is 68,772 SQFT.

Scale and Massing

6.1.6 The proposed dwellings will comprise a number of storey heights, including two storeys, split level bungalows and 3 storey split level houses.

- 6.1.7 The proposed massing of the dwellings is considered to be in keeping with the prevailing character of the surrounding area.

Layout

- 6.1.8 The proposed layout is shown on submitted drawing PRL-SP-01 Revision D.
- 6.1.9 The layout has been designed to provide efficient use of the land and respond positively to the topography of the site.
- 6.1.10 The layout has respected the Council's required separation distances and has sought to avoid any issues of overlooking/loss of privacy consistent with the Council's spacing standards.
- 6.1.11 Public Open Space is provided to the site frontage facing Penmaenmawr Road and the layout has sought to retain the majority of existing trees.

Materials and House Types

- 6.1.12 A full pack of detailed house type drawings is submitted in support of the application, this includes elevations, floor plans and materials.

Landscaping

- 6.1.13 Details of the proposed landscaping on shown on the submitted Landscaping Plan (P.1759.22.04 Rev A) and the Planting Plan (P.1759.22.04 Rev A).
- 6.1.14 In addition to the retention of existing trees, landscaping will include native woodland and scrub planting, mixed native hedgerow, ornamental planting, as well as turfed private gardens.

Access

- 6.1.15 Access to the site is proposed off Penmaenmawr Road via a simple priority-controlled T-junction. The vehicular access has been designed to typical residential standards, providing a 5.5m carriageway with 6m corner radii and 2m footways on both sides of the road which connect to the existing pedestrian infrastructure on Penmaenmawr Road.

7.0 CONCLUSIONS

- 7.1.1 This Planning and Design & Access Statement has been prepared in support of a planning application Statement for the change of use of land for residential development comprising 55 dwellings , including the formation of new vehicular accesses, the provision of public open space, landscaping, car parking and associated infrastructure, on land adjoining Penmaenmawr Road, Llanfairfechan, Conwy.
- 7.1.2 This Statement demonstrates that the proposed development is consistent with relevant policies contained within the Local Development Plan as well as other material considerations. The site is allocated for residential use as a ‘contingency site’ in the adopted LDP and lies within the defined settlement boundary of Llanfairfechan.
- 7.1.3 The principle of residential development on the site is supported through its allocation as a ‘contingency site’ under LDP Policy HOU/1 and that given the significant shortfall in housing land supply the trigger point within the policy for the release of the site has been reached.
- 7.1.4 The proposed development would deliver a balanced mix of much-needed, high-quality new market and affordable housing which provides for the efficient and sustainable use of the land.
- 7.1.5 Technical considerations in respect of the proposals are assessed in Section 5.0 of this Statement, and this concludes that the proposed development will not give cause to any negative adverse impacts. It therefore satisfies the key policy and technical requirements set out in the adopted LDP and other material considerations including national planning policy contained in the Technical Advice Notes and PPW11.
- 7.1.6 Overall, the proposed sustainable development is considered to be acceptable; the Applicant therefore kindly requests that detailed planning permission be granted in accordance with policies of the Local Development Plan and paragraph 1.18 of PPW11.



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