

<b>PLANNING COMMITTEE</b>	<b>DATE: 24/03/2025</b>
<b>REPORT OF THE ASSISTANT HEAD OF DEPARTMENT</b>	

**Number: 4**

**Application Number: C24/1058/16/LL**

**Date Registered: 18/12/2024**

**Application Type: Full**

**Community: Llandygái**

**Ward: Arllechwedd**

**Proposal: The construction of 4no. new industrial units and associated external landscaping on Plot C3 at Parc Bryn Cegin, Llandygái, Bangor.**

**Location: Zone 3, Parc Bryn Cegin, Llandygái, Gwynedd.**

**Summary of the Recommendation: TO APPROVE WITH CONDITIONS**

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## **1. Description:**

- 1.1. This is an application for full planning permission to erect four building on one of the empty plots within Bryn Cegin Business Park, Llandygái. The building would have a footprint measuring approximately 24m x 40m and an eaves height of 7.2m. This equates to an External Floor Surface area of 928 square metres for each building. One of these buildings would remain as a single unit, two would be divided into two smaller units, and the other would be divided into four units. The buildings would be used for purposes within Use Class B2 (general industrial).
- 1.2. New hard landscaping will include:-
- Service yards for goods vehicles for each unit.
  - Access road from each of the new units to connect with the existing roads network.
  - Parking spaces for cars, motorbikes and bicycles for each unit.
  - A pavement circuit for pedestrians.
- A soft landscaping plan has been submitted with the intention of retaining the site's natural appearance and to incorporate the new development into its landscape.
- 1.3. Access to the site would be provided via the existing vehicular access that provides access from the inner road serving the broader Parc Bryn Cegin site.
- 1.4. The site is located on the Bryn Cegin Strategic Regional Business Site. It would be approximately 1km south of the development boundary of the Bangor Sub-regional Centre, as defined by the Anglesey and Gwynedd Joint Local Development Plan (LDP). It also lies within the Buffer Zones of two Scheduled Monuments namely the Henge Memorial and Cursus (CN 153) and Penrhyn Quarry Railway (CN 415).
- 1.5. This application, due to its floor area, is defined as a major development. In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended), a Pre-application Consultation Report was received as part of the application. The report indicates that the developer has informed the public and statutory consultees of the proposal prior to submitting a formal planning application. The report includes copies of the responses received.
- 1.6. The following documents were submitted in support of the application:
- Design and Access Statement
  - Ecological Assessment
  - Drainage Report
  - Arboriculture Impact Assessment
  - Arboriculture Method Statement
  - Transport Assessment
  - Noise Assessment
  - External Lighting Report

## **2. Relevant Policies:**

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.

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2.2 Under the Well-being of Future Generations (Wales) Act 2015, the Council has a duty not only to carry out sustainable development, but also to take reasonable steps in exercising its functions to meet its sustainable development (or well-being) objectives. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act, and in making the recommendation the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. It is considered that there would be no significant or unacceptable impact upon the achievement of well-being objectives as a result of the proposed recommendation.

2.3. **Anglesey and Gwynedd Joint Local Development Plan. (July 2017)**

PS 1: Welsh Language and Culture

PS 4: Sustainable transport, development and accessibility

PS 5: Sustainable Development

PS 6: Alleviating and adapting to the effects of climate change

PS13: Providing opportunity for a flourishing economy

PCYFF 1: Development Boundaries

PCYFF 2: Development criteria

PCYFF 3: Design and place shaping

PCYFF 4: Design and landscaping

PCYFF 5: Carbon Management

TRA 2: Parking standards

TRA 4: Managing transport impacts

CYF 1: Safeguarding, allocating and reserving land and units for employment use

AMG 5: Local biodiversity conservation

PS 20: Protecting and where appropriate enhancing heritage assets

AT 1: Conservation Area, World Heritage Sites and Landscapes, Registered Historic Parks and Gardens

2.5 **National Policies:**

Planning Policy Wales Edition 12, 2024

Technical Advice Note 23: Economic Development (2014)

Technical Advice Note 24: The Historic Environment

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### 3. Relevant Planning History:

3.1 No recent planning history on this specific site, but there is a general planning history for the development of the Bryn Cegin industrial site.

### 4. Consultations:

Community/Town Council: No response received

Transportation Unit: No response received

Natural Resources Wales: No observations to submit

CADW: No objection

Biodiversity Unit: No response received

Public Protection: The applicant has provided a noise impact assessment as part of the planning application. The noise assessment was produced by ADC Acoustics, reference ARR/C/3851.01, dated 22 October 2024 (“the report”). There are no details about the type of industrial use for these units. Which planning class will the units be?

The site surveys were undertaken between 08:00 and 12:00, and it was noted that there was some low-level noise from a building site. Was this noise present throughout the monitoring period? If so, we would presume that further monitoring would be undertaken when the noise from the building site was inaudible? The report does not note which day of the week the monitoring took place although it is stated that wind speed was negligible. What does the author deem to be negligible? Will the units be operational over weekends, or on a 24-hour basis? Assumptions have been made regarding the units' building materials, namely Kingspan-type basic cladding, with roof lights of single skin polycarbonate with very little sound insulation. There are no details in the report regarding the level of soundproofing that these would provide. Full details should be provided of the noise insulation materials installed in the units to ensure that any noise break-out is kept to a minimum.

As the background monitoring was only undertaken during the morning, between 8:00-12:00, we do not know what the background noise levels are before 8:00 and later during the afternoon/evening. Therefore, we would recommend restricting the working hours of the units to between 8:00am and 18:00 (normal working day) during the week. For weekend working, we would need further background monitoring for the proposed operating hours over a period of weekends. There is less traffic on Sundays compared to weekdays, and therefore there would not be rush hour traffic as described in the report.

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Assessment BS4142 has not mentioned any sudden noise impulses / irregular noise as a condition. Vehicle reversing alarms and HGV movements can be considered as sudden impulses/irregular noise. We would have expected to see a condition included in order to take this type of noise into consideration. Reversing alarms can be particularly noticeable against the existing background level and therefore should be accounted for.

The report is based on assumptions, as the noise consultant does not have details of the exact operations to be undertaken in each unit. In the calculations, an assumption was made regarding the type of mechanical equipment installed. Section 6.2 of the report provides a plan of the noise sources, with yellow crosses denoting pumps, unloading, mechanical equipment, intercoms, idling areas etc. The plan draws specific attention to the location of two buildings installed with Mitsubishi PUAZ-RP250YKA equipment. The report does not clearly state whether it has accounted for two Mitsubishi PUAZ-RP250YKA (air-conditioning units) to be installed on each unit, or only these two buildings.

As these assumptions have been made, and we are unaware of the types of equipment/mechanical machinery to be installed, building materials, we would recommend the inclusion of a condition stating:

1. If any external units are let, for each unit full details must be provided of

the units together with a noise report to demonstrate that the units can conform with condition 2 below.

2. All the machinery and building service equipment (including ventilation and air-conditioning equipment etc) must be located and designed to reach a Grading Level (BS4142:2014 or any subsequent version) of -5dB below the measured level of background noise (LA90T) specified in the closest noise-sensitive receiver, when it is intended for the work to become operational.

3. A noise insulation plan for the units must be submitted to the Authority prior to the commencement of the construction work, in order to reduce break-out noise and to comply with the above condition.

REASON: To ensure that the amenities of residents are substantially protected, and the adoption of measures to reduce noise levels and disturbance.

As mentioned above, the report does not specify on which day the background measurement was taken. Currently, without further background data regarding weekends, we are not aware of the current

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level, and therefore would suggest that the site is not operational at weekends until further monitoring is undertaken. During weekends, residents tend to be at home for longer periods during the day, and it is therefore essential to ensure that they are not disturbed by noise from the industrial site, and specifically from operations within the units, deliveries and reversing alarms. Should the application be approved, we would recommend imposing conditions on the hours of use and deliveries:

4. Goods are not to be delivered or transported from the site outside the hours of 08:00 to 18:00 Monday to Friday. No deliveries on weekends.

5. The units are not permitted for use outside the hours of 08:00 to 18:00 Monday to Friday.

6. No construction work will be undertaken outside the hours of 08:00 to 18:00 Monday to Friday and

08:00 to 13:00 on Saturdays and not at all on Sundays or Bank Holidays.

Reason: to protect the area's amenities

Land Drainage Unit:

Due to the size and nature of the development, an application will need to be made to the SuDS Approval Body for approval before construction work commences.

Welsh Water

Request a condition to ensure a foul water disposal drainage plan.

Offer guidelines for the developer.

Gwynedd Archaeological  
Planning Service

No response received

Public Consultation:

Notices were posted near the site and the advertising period has expired. No response was received to the public consultation.

## 5. Assessment of the material planning considerations:

### The Principle of the Development

5.1 It is a requirement that planning applications be determined in accordance with the adopted development plan, unless other material planning considerations indicate otherwise. The Anglesey and Gwynedd Joint Local Development Plan (LDP) is the adopted 'Development Plan' in this case. The application site is located outside the development boundary of the Sub-regional Centre of Bangor as defined in the LDP and is part of a site that has been protected as a Strategic Regional Business Site. Policy PCYFF 1 of the LDP encourages the refusal of developments outside development boundaries, unless they are in accordance with other local or national

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planning policies. In this case, given its designation as a Business Site in the LDP, there is appropriate justification for approving this type of development in this location.

### **Economic Development**

- 5.2 Parc Bryn Cegin is protected as a Strategic Regional Business Site for businesses in Use Classes B1, B2 and B8 by policy CYF 1 in the LDP and therefore the proposal is consistent with this policy.
- 5.3 Strategic Policy PS 13 in the LDP aims to facilitate economic growth by supporting several aspects of the local economy including supporting economic prosperity by facilitating appropriately scaled growth. This is a plan to enable employers to establish a business locally in a site of strategic importance and it is believed that the proposal is for suitable use at an appropriate scale for its location within an industrial site of this type. It is therefore considered that the proposal satisfies the requirements of policy PS 13 in the LDP.

### **General and residential amenities**

- 5.4 Generally, policies PCYFF 2 and PCYFF 3 of the Joint Local Development Plan encourage the approval of proposals for new developments provided they do not have a detrimental impact on the health, safety or amenities of the occupiers of local properties or on the overall area.
- 5.5 Although large, the new buildings would be of a size, design and of materials that would be expected within modern industrial buildings. The plan also includes landscaping proposals that will include reinforcing the existing screening and this, together with the natural screening provided by the natural landscape, would conceal the site from most public viewpoints. Given its location on an industrial estate that has already received planning permission, it is not considered that this business site would cause significant harm to the site's general appearance or affect the area's visual amenities.
- 5.6 The closest houses are located approximately 100m from the site and given that this is a designated industrial site, it is considered that it is inevitable that some noise will emanate from the site. A Noise Assessment was submitted with the application, which noted that the general noise climate was dominated throughout by traffic on the A5 and A55. There was also some low-level noise occasionally audible from a nearby building site. The overall modelled levels were based on fairly extreme worst cases. A very busy simulated 1-hour period was assumed to persist throughout the entire day. Predicted levels gave an *“initial estimate”* of *“low impact depending on the context”* (as defined by BS 4142). The context in this case is a busy area dominated by the traffic, which is the main noise likely to be generated by the site. Public Protection provided a response and propose conditions to be included in the planning permission to ensure that adequate noise mitigation measures are provided, together with the specific working/opening hours based on the information submitted as part of the application.
- 5.7 Ultimately, given the busy nature of the surrounding roads and the proximity of the existing Llandygái industrial estate, given the appropriate conditions provided by Public Protection, it is not believed that businesses in this location are likely to create a significant additional harmful impact on residential amenities. There are also regulations outside the planning field to manage noise that causes a constant nuisance to local residents.
- 5.8 Overall, it is considered that the layout of the proposed development is acceptable and suited to the location. It is not considered that the development would cause significant harm to the amenity quality of the site or the local neighbourhood given its designation as an industrial site in

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the LDP, and, consequently, it is considered that the development is acceptable under Policies PCYFF 2 and PCYFF 3 of the LDP as they relate to these matters.

### **Highways matters**

- 5.9 Essentially, the development would use the roads network designed for the industrial estate and therefore the existing infrastructure has been designed to cope with the likely transport levels as anticipated. The location is also connected to the local walking and cycle paths network with public footpaths passing the front of the site and Lôn Las Ogwen running along the western boundary of Bryn Cegin. There is also a bus stop in the village of Llandygái, which is located approximately 350m away. Therefore, it is believed that the development would meet the requirements of policies TRA 2 and TRA 4 of the LDP in relation to parking requirements and highway safety and that the site is in an accessible location for alternative modes of transport, in accordance with the objectives of Policy PS 4 of the LDP.

### **Biodiversity**

- 5.10 An Ecological Report (including a Green Infrastructure Plan) was submitted with the application, with a Biodiversity Enhancement Plan and an Arboricultural Method Statement. These set out a series of actions for maintaining and improving biodiversity on the site. Landscaping proposals (including the long-term retention and maintenance of the rich mosaic of species; planting of trees and hedgerows) and the provision of additional habitat features for wildlife (bat boxes, bird boxes and butterfly banks) will help to maximise the biodiversity benefits for the site. The development will ensure that ecological resilience is maintained within the wider landscape, thereby protecting, managing and extending areas of open mosaic habitat that would otherwise be lost to natural succession. The green infrastructure corridors will be retained around the site perimeter, including the planting of scrub that will link to the grassland plants and new hedgerows to be planted. Further habitats will run through the site, including additional grassland, native hedgerows and planting of native trees. By ensuring that these measures are implemented via an appropriate planning condition, it is considered that the application meets the requirements of Policy AMG 5 of the LDP that encourages proposals to protect, and where appropriate, enhance the area's biodiversity.

### **Language Matters**

- 5.11 In accordance with the Planning (Wales) Act 2015, it is a duty when making a decision on a planning application to consider the Welsh language, where it is relevant to that application. This is reiterated further in para 3.28 of Planning Policy Wales (Edition 12, 2024), along with Technical Advice Note 20. The Supplementary Planning Guidance (SPG) 'Maintaining and Creating Distinctive and Sustainable Communities' (adopted July 2019), provides further guidance on how it is expected for Welsh language considerations to be incorporated in each relevant development.
- 5.12 It is noted that there are some specific types of developments where it will be required for the proposal to submit a Welsh Language Statement or a Welsh Language Impact Assessment. The thresholds for when it is expected to submit a Statement/Report have been highlighted in Policy PS1 of the Joint LDP, and Diagram 5 of the SPG. It is noted that the floor area of the proposed units is approximately 3544 square metres and therefore it reaches the threshold noted in point 1a of policy PS1 for the submission of a Welsh Language Statement. However, no Welsh Language Statement has been submitted in support of the proposal. Although the Design and Access Statement refers to the Welsh Language, there is no explanation here why a Language Statement



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is not required. The applicant has been informed of this requirement and information is awaited before the date of the Planning Committee.

- 5.13 The matter will be further reported upon to the committee. However, the site is located on a site that has been earmarked for this type of use and, as a result, it is not an unexpected development and the process of allocating the site as part of the Local Development Plan has included a language impact assessment. Should the application be approved, and in accordance with policy PS 1, a condition could be imposed to secure a Welsh name for the development as well as the internal signage on the site to improve and alleviate the impact on the language. As there is no evidence to show that the development will cause harm to the language, and by imposing conditions, it is considered that the proposal complies with policy PS1.

### **Heritage Matters**

- 5.14 The Bryn Cegin site has been the subject of extensive archaeological excavation which has identified it as a location of historic significance, offering a snapshot of life during the final prehistoric years in Wales (Iron Age), and the relationship with the Roman Occupation. A response to this consultation was received from Cadw, which confirmed that although the proposed development would be visible from the scheduled monuments surrounding the site, whilst this may constitute very slight visual changes in the views from them, it would not have any effect on the way that they are experienced, understood and appreciated. Consequently, the proposed development will not have an unacceptably damaging effect upon the settings of the surrounding scheduled monuments CN153 and CN415. The development is also within the setting of the World Heritage Site; however, the parts of the WHS that may have views of the proposed development are formed of transport links (Penrhyn Quarry Railway) and do not contribute to their significance. Consequently, the proposed development will not have an impact on the outstanding universal value of the World Heritage Site. Overall, it is considered that the development is acceptable under the requirements of Policies AT 1 and PS 20 of the LDP as they relate to the protection of these assets.

### **Infrastructure and Sustainability Matters**

- 5.15 Bryn Cegin has been earmarked as a sustainable location for business through the process of adopting the Local Development Plan and it has been developed with plots served by appropriate utilities for the expected businesses. Natural Resources Wales had no objection to the development and Welsh Water confirmed that there is adequate capacity in the local sewerage system to meet the requirements of the development (subject to the receipt of a detailed plan for foul water drainage) and that a connection to the water supply can be ensured. Sustainable drainage systems (SuDS) are required to control surface water for every new development of more than 100m<sup>2</sup> in floor area and an application will need to be submitted to the SuDS Approval Body for approval before the construction work commences.
- 5.16 By following the statutory requirements regarding sustainable drainage, it is believed that this development will comply with the requirements of policies PCYFF 5, PS 5 and PS 6 as they relate to ensuring that new developments will not have a harmful impact on the broader environment and that they are resilient against likely environmental changes in the future.

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**6. Conclusions:**

6.1 As a result of the above assessment, and subject to the receipt of a suitable Language statement, it is not considered that the proposal is contrary to any material planning policy within the LDP, and the proposed development is believed to be appropriate for the site and is likely to be of strategic importance to the county as a starting point for business developments on the site. Consideration was given to all material planning issues and it is not believed that the proposal is likely to cause any unacceptable adverse impacts to nearby residents or the community in general.

**7. Recommendation:**

7.1 To approve the application subject to relevant planning conditions relating to:

1. Time
2. Compliance with the plans
3. Implementation in accordance with the recommendations in the ecological report / landscaping plan
4. Welsh Water Condition
5. Permitted use of buildings for any purposes within Use Class B2
6. Ensure Welsh / Bilingual signs
7. Public Protection conditions

Notes

1. Welsh Water
2. Land Drainage Unit