

## **A DESIGN AND ACCESS STATEMENT**

**to accompany two, separate planning applications for:**

- A) Use of land as an extension to the existing site compound area and the provision of a maintenance shed and construction traffic haul route to be used during the construction of the proposed A487 Caernarfon Bontnewydd Bypass route for a period of between 5- 10 years.**
- B) Formation of a new, permanent haul road on the Northern boundary of the existing quarry with temporary connection to the proposed A487 Caernarfon Bontnewydd Bypass route during the construction period; the continued extraction of quarry materials and the importation of off- site fill materials from the bypass construction site for quarry engineering and restoration and the provision of associated plants.**

**At Seiont Quarry, Caernarfon, Gwynedd**

for

**JONES BROS CIVIL ENGINEERING**

September 2016

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### QUALITY ASSURANCE PROCEDURES: QP4

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## CONTENTS

	Page no.
1 INTRODUCTION	2
1.1 Context	2
1.2 Consultation and engagement	3
1.3 Site Description	3
1.4 Scheme Objectives	5
2 DEVELOPMENT AND CONTEXT	8
2.1 Constraints	8
2.2 Proposals	13
2.3 Utilities	15
3 ACCESSIBILITY AND MOVEMENT, TO, FROM AND WITHIN THE DEVELOPMENT.	16
3.1 Current accessibility to/from the site.	16
3.2 Site selection	17
3.3 Haul road design	17
3.4 Relevant Local Planning Guidance	19
4 CHARACTER OF THE SITE AND SETTING	20
4.1 The surroundings	20
4.2 Social and economic character	20
4.3 Community Safety	21
5. ENVIRONMENTAL SUSTAINABILITY	22
6 RELEVANT STRATEGIC AND LOCAL PLANING POLICIES	23
6.3 National planning policy context	23
6.4 Local planning policy context	25
7 CONCLUSIONS	30

## 1 INTRODUCTION

### Detailed description of applications

*The proposals relate to engineering works and use of land relating to the construction of the proposed A487 (T) Caernarfon to Bontnewydd bypass and existing minerals permission (code C00A/0441/14/MW, issued in 2007) to include the following:*

- A) Use of land as an extension to the existing site compound area and the provision of a maintenance shed and construction traffic haul route to be used during the construction of the proposed bypass route for a period between 5- 10 years. (Temporary planning permission)*
- B) Formation of a new, permanent haul road on the northern boundary of the existing quarry with temporary connection to the proposed bypass route during the construction period, the continued extraction of quarry materials, and the importation of off- site fill material from the bypass construction site for quarry engineering and restoration purposes.*

### 1.1 Context

- 1.1.1 In line with The Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order (2016) this document represents a 'Design and Access Statement' (DAS) which explains the following:

- (a) the design principles and concepts that have been applied to the development;*
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;*
- (c) 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*
- (d) explain how any specific issues which might affect access to the development have been addressed.*

- 1.1.2 A DAS is submitted for two separate planning applications as they involve temporary and permanent alterations to the existing quarry site, 'carried out on a site having an area of 1 hectare or more.' The remaining elements of the proposals involved at the quarry site, namely the change of use of land for the provision of temporary plants and building structures, the re- use of materials which are unsuitable for road construction for the A487 Caernarfon to Bontnewydd Bypass scheme (the 'scheme') and mineral works, are considered exempt from the DAS regulations.

- 1.1.3 The document follows the advice contained in Planning Policy Wales (2016) and accompanying guidance, including Technical Advice Notes (TAN) 12 'Design' (2016) and the 'Site and context analysis guide: Capturing the value of a site' (2016) document.

- 1.1.4 Other, separate documents and reports accompany the proposal and include the following:

- Environmental Impact Assessment (EIA), including the non- technical summary;
- Planning Application Consultation (PAC) Report;
- Planning Sustainability Statement (PSS).

Where appropriate, the DAS will make relevant cross-references to the information contained within the accompanying documents.

- 1.1.5 Prior to the submission of this planning application a request for an Environmental Impact Assessment Screening Opinion was submitted to the LPA, the details of which are included in the accompanying EIA document and the web link details.

## 1.2 Consultation and engagement

- 1.2.1 The 2015 Planning (Wales) Act 2015 introduced a new duty on applicants/developers to carry out pre-application consultation with the local communities and statutory consultees for major developments. The Welsh Government guidance for pre-application consultation (PAC) sets out the engagement process, including who to consult, how to consult and how the responses should be presented in the final PAC report.
- 1.2.2 Details forming the PAC process for this proposal, including changes made as a result of the PAC consultation, are included in the PAC report which accompanies this planning application (to be completed after the PAC consultation)
- 1.2.3 The proposal lies with the community council areas of Bontnewydd and Waunfawr, with River Seiont forming the easterly boundary of the Seiont Ward (Caernarfon Town Council) the west of the site.

## 1.3 Site Description

- 1.3.1 Seiont Brickworks Quarry lies some 1 km south east of Caernarfon town centre. The Quarry site has a long history of brickmaking and clay extraction, with the benefit of planning permission for minerals extraction and associated works. Permission was issued in 1951 and subsequently reviewed in 2007. The accompanying EIA provides a detailed description of the site, including the planning history.
- 1.3.2 The site ceased operating by the current owners (Hanson) around 2007/8. Whilst the site has remained relatively inactive since then, the existing planning permission will continue to remain with the site until 2042. This will also include on-site works and restoration measures.
- 1.3.3 The River Seiont straddles the western and southern quarry boundaries, with a mixture of native mature trees and habitats, and areas of restoration planting. The central quarry void area includes a modest sized water body, with an outlet stream into the neighbouring River Seiont.



**Figure 1: Site location**

- 1.3.4 To the north of the quarry lies the Peblig Industrial Estate; farmland and the main A4085 Ffordd Waunfawr Road to Caeathro highway. To the west, lies the Caernarfon Hospital and the relatively new, additional dwellings of Tyddyn Llwydyn and Glan Seiont, on the north westerly boundary. A mixture of farmland, farms and dwellings lie further south. The A487 bypass route is intended along the majority of the site's easterly boundaries.
- 1.3.5 The quarry site includes a Regionally Important Geological Site (RIGS) (designated in 2001), known as the Pen Y Bont (Seiont Brickworks)). The RIGS status is attributed to the associated Quaternary history and organic deposits of the pre-glacial age.
- 1.3.6 The site includes areas of completed restoration and the former brickworks building has been demolished. Brick stockpiles remains within the stockyard. The quarry void has steep sides characterised by berms which, in some areas, have degraded or have been covered by subsequent earthworks. The concrete paved brickyards lie to the west and south west of the void. To the west of the River Seiont is a storage and stacking yard with an associated building which lie within the same landownership, but does not form part of the quarry.
- 1.3.7 The existing, main quarry access approaches from the west. A separate and unused vehicular route provides access to the stockyard to the west of the river. From here a bridge carries a second entry point to the quarry. It is understood that this particular site access has remained inactive for some years. A number of residential properties lie along both vehicular access routes to the west of the river.
- 1.3.8 A number of public footpaths exist in the locality. A cycle route runs along the western side of the A487 Pwllheli Road. Limited activity within the quarry in recent years has encouraged unauthorised public use and a number of informal paths have been worn within and around the site.



- 1.3.9 Part of the site is already in use as a temporary construction compound area. This uses follows a planning application submitted to Gwynedd County Council in 2015 (the '2015 permission') and other works. All documents in connection with the 2015 permission can be viewed either by making arrangements to visit the Planning Department office at Pwllheli or, alternatively with the use of the following link:

<https://diogel.cyngor.gwynedd.gov.uk/swiftlg/apas/run/WPHAPPDETAIL.DisplayUrl?langid=1&theApnID=C15/0977/19/LL>

## 1.4 Scheme Objectives

- 1.4.1 The following aerial view illustrates the extent of the existing quarry site works:



Figure 2: Aerial view of site (Ref Natural Resources Wales July 2015 Maps)

- 1.4.2 Following on from the overall, key development objectives of the JBBB joint venture (set out in section 2.2 of the EIA document) relevant staff welfare and environmental site considerations, mitigating potential adverse effects on neighbouring properties, locality and mineral reserves and, providing a realistic development approach to tie in with the proposed bypass statutory processes represent key design objectives.
- 1.4.3 The additional, more detailed site specific design objectives can be summarised as follows:

### *Environmental*

- To maximise the use of all existing hard standing/concrete yard areas thereby minimising the need for any new, additional hard standing construction areas
- To minimise the potential for any negative impacts on the adjacent River Seiont, with appropriate safeguarding mechanisms and measures

- To understand the potential for any negative impacts on nature conservation, in particular, the presence of protected species, and take opportunities to enhance wherever possible
- To limit the potential for noise and light emissions
- To minimise the land taken for the new haul road and prioritise the most visually sympathetic route
- To consider the implications on residential properties in the locality
- To consider the implications of the accompanying Flood Consequences Assessment (FCA)
- To recognise the special qualities of the RIGS
- To adopt a waste minimisation approach for the site and use of materials
- To recognise the potential presence of existing site contamination
- To include the potential for landscape mitigation measures in the context of the proposed by pass route.
- To minimise any risks involving the disposal of foul sewer.

#### *Health and Safety*

- To provide temporary portable accommodation for staff welfare, meeting space and offices connected with the construction phase associated with the proposed A487 Caernarfon and Bontnewydd Bypass
- To develop a practical, coherent and accessible short and long term access and connections approach to the site
- To include the relevant Health and Safety measures, including those under the control of the HM Mines Inspectorate
- To include relevant site security measures and minimise the potential for unauthorised entry to the site
- To avoid the storage of any hazardous materials on site
- To provide appropriate number of car parking spaces as close as possible to the main 'hub' of the compound area, without causing any impacts on the day to day working activities of the site and construction works in connection with the Bypass
- To develop an approach which includes the effects of the existing unstable land conditions along the northerly quarry boundary limits

#### *Others*

- To consider minimal disruption to existing quarry reserves
- To consider site specific permissions attached to the existing minerals planning permission and any relevant national and local planning policies, including supplementary planning guidance



- To include the potential for sustainable and inclusive transport and parking arrangements
- To ensure a timely and practical work plan and programme which takes into account the proposed stages of the A487 Caernarfon and Bontnewydd Bypass, including the key stage 2 (publication of the 'draft orders') for the acquisition of land and associated infrastructure. The 'draft orders' were published in August 2016.
- To consider the presence of nearby industrial and business operations.
- To take into consideration the outcomes of the PAC exercise and where necessary re- fine the draft documents
- To consider the social and economic context

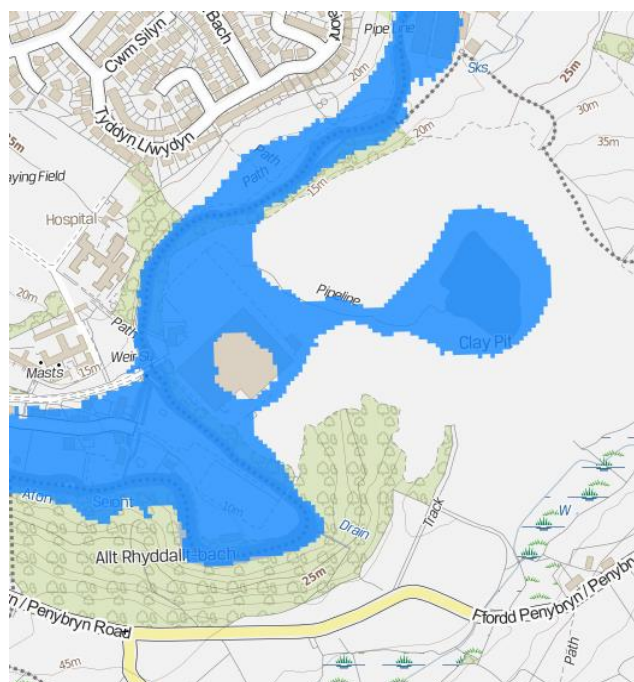
## 2 DEVELOPMENT AND CONTEXT

### 2.1 Constraints

- 2.1.1 In reviewing the site and available information, the following factors are considered relevant and establish a context for the current proposal.

#### *Flood Zone*

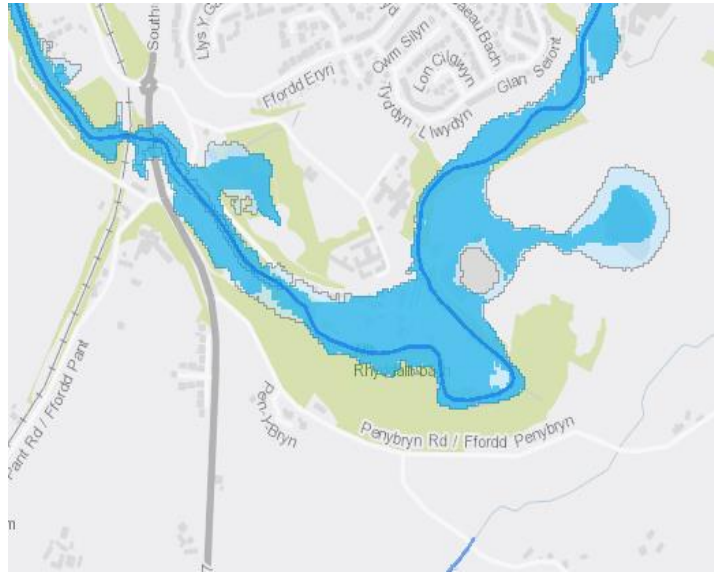
- 2.1.2 Pre- application consultation with Natural Resources Wales (NRW) during the stages leading up to the '2015 permission' highlighted that the application site lies within Flood Zones 2 and 3 and within Zone C2 as defined in the Development Advice Maps (DAM's) accompanying TAN15. The NRW flood maps at the time (see Fig 1 below) indicated that the extent of flood zone areas was restricted to the majority of the quarry void area, the River Seiont corridor covering the westerly boundary of the quarry and the lower, southern end of the quarry and excluded the concrete paved yard to the former brickworks;



**Figure 3 NRW 2015 Flood Map** (Ref: Natural Resources Wales July 2015 maps).

- 2.1.4 In compliance with Technical Advice Note (TAN) 15 Development and Flood Risk (July 2004), a Flood Consequence Assessment (FCA) was completed as part of the '2015 permission'.
- 2.1.5 As part of an EIA Screening and Scoping Opinion consultation exercise involved with this current proposal (the '2016 proposal'), further refinements were made to the initial FCA which supported the '2015 permission'. This resulted in a reduction in the levels of potential flood depths in parts of the existing flood zone areas, significantly in the quarry void area. Detailed considerations relating to FCA matters are appropriately covered in Chapter 14 of the accompanying EIA document and the FCA report included in Appendix 14 to the EIA document. The aim of this DAS

document is to recognise the obstacles and opportunities as part of identifying an appropriate 'access' approach to the site and associated activities.



**Figure 4 NRW 2016 Flood Map** (Ref: Natural Resources Wales July 2016 maps).

#### 2.1.6 In general terms, the report concludes that:

- The brickyard (in the south-west), the quarry void and an isolated low point in the north-western corner of the site, are shown to flood with depths exceeding the TAN15 guidelines.
- Excavation will create a flood attenuation area in the brickyard, and no new development is proposed within the brickyard or the isolated low point.
- The quarry void is currently flooded and does not perform a flood storage function. Consequently, any development with the quarry void will not affect flood risk elsewhere.
- The proposed development is not considered to be within the functional floodplain and will therefore not increase the risk of fluvial flooding elsewhere.
- Appropriate mitigation measures at all stages of development will ensure that the development is compliant with TAN 15 and related consents

#### 2.1.7 The potential consequences of a flooding event for the particular type of development have been considered, and in terms of the criteria contained TAN15 found to be acceptable. As with the '2015 application', one of the mitigating measures includes elevating the temporary offices and welfare units above ground level and outside the areas prone to flooding.

#### 2.1.8 The current (2016) NRW flood maps takes account of the additional FCA refinements undertaken with a reduction in flood zone level 3.

### *Groundwater Vulnerability*

- 2.1.9 EIA Chapter 10 provides additional details regarding the site's sensitive groundwater vulnerability catchment area. Pre-application contact with National Resources Wales (NRW) confirms that, as the previous use of the site included a brickwork, areas of potential contamination could exist. The potential for contamination is covered in more detail in Chapter 10 of the EIA. The NRW mentioned potential concerns (at the EIA 'Scoping Stage') regarding the storage of materials on site, which could result in silty runoff or occupy flood storage capacity. The accompanying EIA notes that, whilst the proposal involves the excavation and deposition of minerals with potential impacts on geological and soil resources, taking a precautionary construction and operational phased approach would secure a neutral impact on the surface water and very low contaminated land risk.

### *Nature conservation, geology and archaeology*

- 2.1.10 No statutory nature conservation designations within or directly adjoining the site.
- 2.1.11 There are three international sites within 5km of the Seiont Quarry Site (namely Menai Strait and Conwy Bay; Abermenai to Aberffraw Dunes; Glannau Mon: Cors heli / Anglesey Coast Salt marsh) with one additional SAC (Glynllifon) just over 5km from the site. There are five SSSIs within 5km of the Seiont Quarry Site; another (Glynllifon) lies just over 5km from the site.
- 2.1.12 In relation to Local Wildlife Sites (LWS, a non – statutory designation) and excluding geological sites, 18 candidate LWS exist within 1km of the Seiont Quarry site.
- 2.1.13 A large area of mature broadleaved woodland to the south of the Site is an Ancient Woodland, protected by a Tree Preservation Order (TPO) which is identified as 'TPO108 at Schofields Site, Caernarfon', designated on 18th March 1992. The designation description identifies the site as '*A large area of semi – mature, broad leaved trees, comprising of mainly Sycamore and Oak*'. Adjoining the site, a large mature oak tree (next to a stone wall in the improved grassland fields to the north of the quarry) is covered by a separate TPO (No.611).
- 2.1.14 An area on the south-eastern edge of the quarry void is designated as a Regionally Important Geodiversity Site (RIGS).
- 2.1.15 The site's combination of pond, woodlands and river corridor provide a mosaic of habitats which have national and locally important biodiversity value. One known bat roost exists within the site, consisting of a lesser horseshoe bat hibernation roost with a maximum known count of 23 bats, within the basement of an abandoned old building to the south of the main brickyard.
- 2.1.16 The importance of protected species is recognised in the existing minerals permission for the quarry with a condition to provide species surveys. There is also an approved conceptual restoration masterplan which includes measures to enhance nature conservation. Details covered by the EIA conclude that the potential for any ecological impact involved with the current proposal, which includes a quarry with an existing minerals permission, is limited to a low to medium impact. Mitigation measures include a number of elements, including a

Construction Method Statement for the works and a Biodiversity Risk assessment, confirm that the proposals would have a minor impact on species and habitats. Details included within the submitted plans confirm that the compound area should be appropriately fenced off from the majority of the site. This measure should avoid any significant nature conservation impacts for the site and surrounding locality. In line with the 2015 permission to safeguard bat night time flight paths, suitable low level lighting measures are also intended.

*Noise and disturbance.*

- 2.1.17 A number of neighbouring residential properties lie close to the site, with a small number directly adjoining the Seiont Mill Road, which currently represents the main access point to the site.
- 2.1.18 Conditions attached to the existing minerals permission for the site regulate and control the potential for any adverse noise and dust disturbance from the quarry works up until 2042.
- 2.1.19 During the initial extension to the existing site compound area, along with quarrying activities, and the commencement of bypass construction, an increase in site personnel and associated deliveries to the site compound will occur.
- 2.1.20 The accompanying EIA sets out the relevant guidelines covering noise, dust, emission and traffic impacts. The quarry site's planning consent conditions includes noise limits (relative to measured background noise at the closest sensitive receptors) which are applicable to current site operations. The sensitive receptors in this case include the private residential properties, and the Ysbyty Eryri hospital (and adjacent care home) which is located to the west of the site. The worst-case noise generated by operations during all anticipated phases of the development are predicted to be at or below the adopted noise limits at all identified receptor locations. To comply with all related legislation and consents in order to safeguard and protect the setting, adjacent householders and commercial properties one of the key recommendations, in relation to limiting the noise potential, is the use of noise attenuation bunds in two areas within the existing Quarry site.
- 2.1.21 As with the 2015 proposal, the use of the temporary offices and welfare units would take place only during the working day and their use should minimise the potential for additional noise and disturbance, including light pollution. The scheme will attempt to arrange all work schedules and activities, as far as is practically possible, within normal, weekly working hours and comply with the relevant guidelines. The applicant will be obliged to complete the project within an agreed and practical work schedule, taking on board the site characteristics and the extent of the scheme. Due to the nature of the working environment and scope of the proposed by-pass construction, some limited, occasional work activities or deliveries could take place outside of these working hours. These situations are expected to be infrequent and limited and would normally be associated with the following situations:
  - Requirement for road closures necessitating night work to reduce public inconvenience



- Concrete pours to structures
- Adverse weather
- Emergencies

In cases of adverse weather conditions, any associated delays likely to jeopardise the delivery and completion of the by-pass construction will oblige a review which could, for example, include changes to the normal working hours approach. Any relevant planning conditions covering potential working hours for the proposals should recognise some of this list of potential, infrequent situations. This would also apply to any conditions which would restrict the use of any relevant external lighting systems. In those situations, where specific longer term changes to working hours are necessary, a formal request will be submitted to the Local Planning Authority.

- 2.1.22 Features incorporated into the design of the site, and a number of good site practices, will aid in the mitigation of noise.

*Managing/avoiding potential pollution, waste and contamination risk.*

- 2.1.23 The EIA provides detailed considerations and a precautionary approach to safeguard the existing site/quarry resource is a significant part of an effective site management. The site and locality are characterised by receptors that are susceptible to pollution and the proposed development should avoid polluting activities.

- 2.1.24 Whilst a connection to the public sewer exists for the brick factory (via an existing drain connection exists to/from the site) Welsh Water are objecting to the proposal in relation to the lack of capacity at the public treatment works. As an alternative, an above ground storage tank is proposed, as a temporary measure. Suitable on-site measures will deal with waste in accordance with the waste hierarchy approach. As outlined in the PSS, and in line with the National Waste Hierarchy approach, options for surplus and used materials have been considered in sequence. The proposal contributes to the recycling and re-use of materials derived from the adjacent by-pass construction, from mineral stockpiles and from brick stockpiles at the site. Some material can be made suitable for use in the bypass project, other material will be used in the engineering operation to fill the quarry sump. A minimal quantity of material will be disposed in licensed landfills. This approach, in conjunction with the bypass construction works, will lead to minimal waste production. All waste will be managed under a site waste management plan which is to be produced.

*Site security and safety.*

- 2.1.25 The main quarry site constitutes a relatively larger area, with a number of public rights of way in close proximity. The site security measures should consider the implications for access/egress to/from the site as well as the proposed bypass construction site at, different construction and operational phases.
- 2.1.26 As with the 2015 proposal, all portakabin and car parking areas will be contained within a security fence and the existing gateway will be kept secure so that no

unauthorised access to the quarry is possible by that route. Any authorised access will be controlled with strict adherence to the operator's site safety procedures and relevant site notices displayed within and on the site's boundary features.

- 2.1.27 Any personnel requiring access to/from the plant activity and workshop building within the site, will need to obtain consent from the main site office reception area. Access used for the proposed by pass construction route should only be secured through existing quarry haul roads.
- 2.1.28 Flood alert procedures will form part of the site safety management.

## 2.2 Proposals

- 2.2.1 In general terms, the proposal seeks to use the existing Seiont quarry (the Site) in connection with the 'scheme'. The existing minerals planning permission for Seiont Quarry includes a working period approved until 2042.

- 2.2.2 The proposal consists of number of inter-related elements, including:

- a) Temporary activities associated with the 'scheme': a secure contractor's compound with offices, welfare facilities and car parking for personnel; a fuel store; a building to service plant and a plant washing facility, and works to create a construction traffic route (from the quarry to the bypass route). These would remain on the former brickyard for up to 7 years.

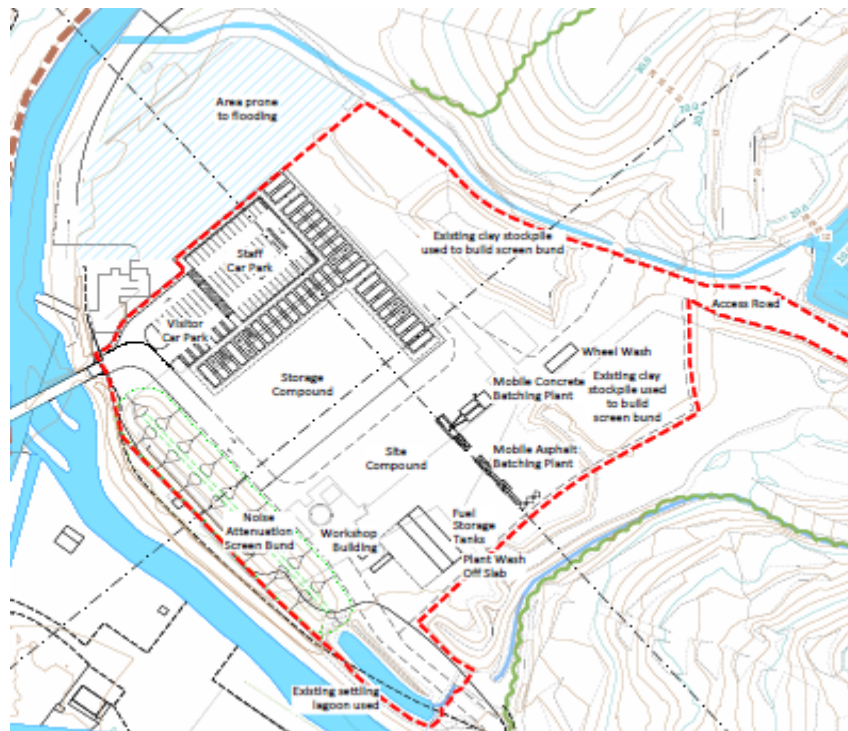
- b) Processing of minerals and mixing of concrete and road surfacing materials ('batching plant');

Activities connected with the above are included in a *temporary change* of use of land and activities included within two separate planning applications for the site.

The larger planning application for the site includes *permanent* works to the site with the following additional elements:

- c) Export of fill from the site to construct the bypass, and import of materials excavated from the bypass. As described earlier in this DAS, Seiont Quarry has proved to be the best option, significantly as it adjoins the proposed by-pass and will satisfy most of the minerals requirements of the scheme;
- d) Formation of a new, haul road on the northern boundary into the quarry with a temporary connection to the proposed by-pass during the construction period, and provision of a weighbridge, located near this road.

- 2.2.3 The works are mainly confined to the existing brickworks concrete yard and associated level land area directly to the east; the existing quarry 'track' to the east and a new quarry haul route to the north. Figure 5 below illustrates the main components of the proposal.



**Figure 5 General arrangement of the temporary compound.** (extract from RML Dwg. Reference 3030/23 not to scale)

- 2.2.4 As with the 2015 permission, each temporary building unit, measuring 9.6m in length and 2.4m wide, includes a light-coloured external wall finish, with dark green external roofing. All units would be positioned along the northerly boundary and central spine of the compound area.
- 2.2.5 Similar to the 2015 permission, the existing concrete hard standing would be securely fenced with Heras fencing. The proposal includes an additional 29 cabin units and 50 car parking spaces and 6no. dedicated parking bays for inclusive access use only and one area for cycling parking.
- 2.2.6 Next to the site compound is a dedicated 'works area' for construction and vehicle maintenance activities associated with the proposed bypass. A mobile concrete batching plant and a mobile asphalt batching plant would be manoeuvred into position and a temporary workshop building would be constructed.
- 2.2.7 In accordance with the ES conclusions, a noise attenuation 'soil bund' is proposed to mitigate sounds generated by the batching plants and processing area and construction activities. Access to this works area from the proposed Bypass site would be via an existing haul track within the quarry.
- 2.2.8 Following on from the site selection process, chapter 14 within the EIA describes how the proposal would provide the bypass project with the required fill and deposition of surplus materials with only a negligible increase in HGV traffic on the A487. The overall number of parking spaces and accompanying layout takes account of the number of site personnel with all parking expected to be contained within the dedicated car parking area.

## 2.3 Utilities

- 2.3.1 As with the 2015 permission, the proposal will use existing electricity supply, water supply and foul drainage, as indicated on Plan numbers 3030/ 12 and 22.

### 3 ACCESSIBILITY AND MOVEMENT, TO, FROM AND WITHIN THE DEVELOPMENT.

#### 3.1 Current accessibility to/from the site.

- 3.1.1 The proposal has a number of strategic, site specific and planning factors which sets the context and explains the overall access approach. These factors are covered in the EIA statement, including the significant of the site in the consideration of alternative sites for the proposed bypass construction. The following paragraphs outline some of the main 'access' factors as part of the relevant DAS requirements.
- 3.1.2 The majority of users in connection with the proposal are likely to be construction workers and suppliers. Non-car transportation is available from Caernarfon Bus Station, with a 5-minute walk from/to the nearest bus stops, the overall time involved would be around 10- 20 minutes to reach the site from the town centre.

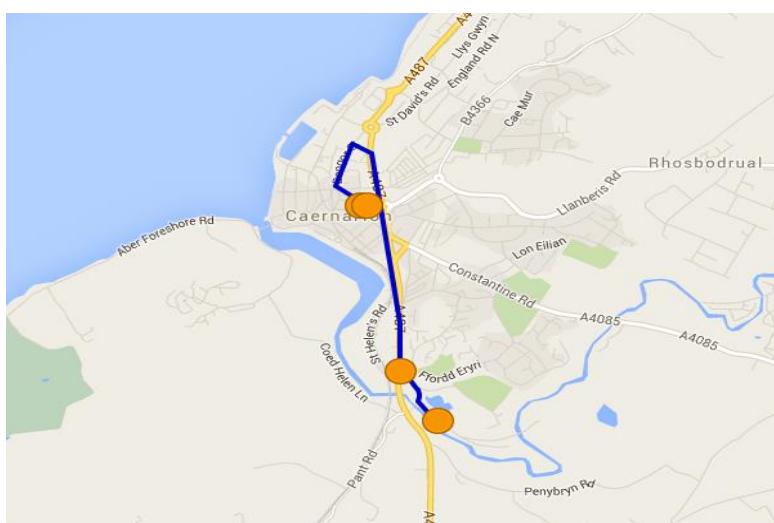


Figure 6: Bus routes (ref: Open Street)

- 3.1.3 The nearest available public transport and services to the site includes the following:

Nearest	Address	Distance from site
Railway station	Llanfairpwll	6.8 miles
Doctor's Surgeries/GP Practices	Bron Seiont Surgery Dr M Owen & Partners Medical Practice	1.2 miles
Nearest Hospital	Eryri Hospital	230 metres
Library	Caernarfon Library Pavilion Hill, Caernarfon, LL551AS	Approx.1 mile

- 3.1.4 Existing direct vehicular access to the site is via a river bridge on the south west side of the site. This route is a private road connecting with Ffordd Felin Seiont and then the A487 (T) Pwllheli Road Ffordd Bont Seiont. During the initial construction stage,



all quarry traffic will use the existing quarry entrance and none will continue along the lower Ffordd Felin Seiont to the separate brickyard. No vehicular parking will be permitted to take place along the private carriageway leading onto Ffordd Felin Seiont.

- 3.1.5 In relation to pedestrian access within the site. Ground levels remain constant from Ffordd Seiont into the application site. Similar to the existing temporary buildings on site (the 2015 permission), all floors will be elevated 0.6m above the ground, with entry ramps to ensure inclusive access compliance. Accompanying plans include a ramp provision, with the ramp gradient being no greater than 1: 12. Toilet and canteen provision will be provided within the site compound. Relevant and appropriate signs to direct all staff and visitors to a dedicated reception point will be displayed on entry to the site and within the site boundaries.

### 3.2 Site selection

- 3.2.1 Chapter 4 of the EIA (Site selection) describes how the joint venture between Jones Bros and Balfour Beatty (JBBB) were awarded the contract to commence the 'scheme', based on the Welsh Minister's Preferred Route. The EIA describes the relevant commercial and environmental imperatives and how a range of alternatives were examined by JBBB. It makes reference to Welsh Office Circular 36/87 (The Use of Waste Material for Road Fill) which highlights that *'at the earliest opportunity, the highway authority, in consultation with the minerals and local planning authority and waste producers, will identify whether any suitable waste material is likely to be available within an economic transportation distance of the prospective routes of a new road. That distance will vary from place to place, but as a general guide, beyond a radius of about 10 miles transport costs are likely to make the use of waste material uneconomic except where no environmentally acceptable alternative sources of fill are available locally'*
- 3.2.2 The EIA concludes that Seiont Quarry could provide the required volume of 'Suitable' fill material at lowest cost and fuel use and with the least environmental impact. Further examination of the quarry demonstrated that the site could not only provide suitable fill material to form embankments, but could also provide aggregate, in the form of gravel, pebbles and glacial boulders, that could be crushed and graded to provide aggregate for concrete making. Making the maximum use of the resources available within this quarry substantially reduces the use of public roads by HGVs, and avoid emissions and increased traffic passing through urban and residential areas.

### 3.3 Haul road design

- 3.3.1 Central to the scheme objectives is the design of new haul roads to connect the proposed scheme to the existing site compound (within the quarry) and the quarry. Improving existing tracks within the quarry and constructing a new, permanent haul road connection between the quarry and the bypass will facilitate the movement of construction materials between both sites. The design focus for this proposal is therefore primarily of seeking a compatible environmental and engineering solution

with limited potential towards maximizing non- car modes of accessibility to/from the site.

3.3.2 The new, permanent haul road will pass through the Seiont Quarry's minerals planning 'buffer zone' controls (see Chapter 7 of this document) and designed to include the following factors:

- a. *The horizontal alignment* of the new permanent haul road connection has primarily been designed to create a feature that would integrate sensitively into the landscape and secondly, to maximize the amount of suitable excavated material for use in the construction of the new bypass and, minimize the extent of any new mineral extraction areas. Consideration has also been taken of the need to provide safe and efficient travel at normal operating speeds.
- b. *The vertical alignment* is primarily designed to provide safe and efficient travel for construction and site vehicles during the bypass construction phase and continued restoration of quarry. Road gradients are designed to be greater than the minimum standards based on national and international guidelines. Shallow gradients would allow vehicles to move efficiently and create less noise when climbing.
- c. *Total haul road width*. The width of 20metres includes two traffic lanes, road shoulders, verges, drains and safety berm. Cross gradients are designed to recommended standards to allow effective surface drainage.

3.3.3 The temporary haul road is intended to serve the site during the bypass construction stage includes improvements to the existing quarry haul road, on the south easterly corner of the existing quarry edge.

3.3.4 The EIA (Chapter14) identifies the key matters of 'access' issues as:

- Access routes to the site;
- Impacts on the local highway network;
- Proposed means to avoid, minimise or mitigate the impacts, if required.

3.3.5 The EIA provides a transport assessment. In brief, should the bypass receive the relevant consents, construction works would most likely occur sometime between 2017 to 2019. Once the road is operational, then the traffic will use that in preference to the old roads which pass through Caernarfon and Bontnewydd. The EIA addresses the potential impact of traffic when the quarry extraction and restoration works are combined with bypass construction. The EIA concludes that, initially the current access route from the existing A487 would be used, but as soon as feasible, the use would be restricted and then closed off. Whilst there would be short-term impact on the existing road network, the long-term impact would be accompanied by a reduction in traffic using the existing access road.

3.3.6 By selecting this site the contractor will substantially reduce impacts of haulage transport on local road traffic. The intention is that deliveries could be made directly to the bypass construction site and so not require access from Seiont Mil Road and through the quarry. The development sequence for access to the proposed scheme would be in three phases:

- 1 **Mobilisation phase:** During establishment of the site compound and construction of haul roads
- 2 **Operational phase:** During quarry works and construction of the adjacent bypass.
- 3 **Restoration phase:** Following completion of the bypass there will be a period of continued quarry restoration works.

### 3.4 Relevant Local Planning Guidance

3.4.1 The proposal considers the advice contained within the 'Gwynedd Design Guide' which highlights that *'Any proposals for development adjacent to or within the visual zone of a transport corridor should be examined in terms of their impact upon key vistas and viewpoints...in addition careful consideration needs to be given to location of signage and lighting .... Notwithstanding the needs for highway safety, developments adjacent to road corridors and improvements to the roads themselves should: - - take into account the scale and pattern of the landscape - avoid the introduction of urban elements, such as kerbs and lights, into essentially rural landscapes - pay careful attention to boundary details, their scale and location - ensure that development proposals are seen within the context of the wider landscape, as well as the local landscape.'*

## 4 CHARACTER OF THE SITE AND SETTING

### 4.1 The surroundings

- 4.1.1 The accompanying EIA provides a detailed description of the site and locality. In brief, the immediate locality comprises mainly residential properties to the south and northwest and industrial land to the north, with the remaining land is in agricultural use or managed as woodland. The site lies within the Gwynedd Landscape Strategy, Character Area 4, namely 'Caernarfon Coast and Plateau'. The description recognises that 'Quarry landscapes' represent the *'over-riding historical and cultural landscape identity of Gwynedd, as well as representing the potential for a number of opportunities for the future...'*
- 4.1.2 Further west, the Morfa Common Park includes a Registered Park and Garden, with a traditional large formal garden layout with a stone boundary wall. The quarry is visible from the surroundings in some selective views from some of the surrounding public footpath network, mainly to the north, and residential properties. Users of the public footpath along the westerly boundary in particular would, experience some infrequent, intermittent views, at some times of the year. The proposed development is generally well screened with mature trees to the south and west.

### 4.2 Social and economic character

- 4.2.1 In terms of the existing social and economic profile for the locality, the 2011 census data provides the Following details for the communities of Bontnewydd, Waunfawr and Seiont:

DATA	COMMUNITY COUNCIL AREA/WARD		
	Bontnewydd	Waunfawr	Seiont
All residents	1,162	1,676	3,038
Number of households	472	715	1,355
Average household size	2.40	2.30	2.20
Residents in households	1,117	1,671	3,036
Residents in communal living	45	5	2
Area (Ha.)	1,005	5,322	370
Population density (people /ha)	1.20	0.30	8.20

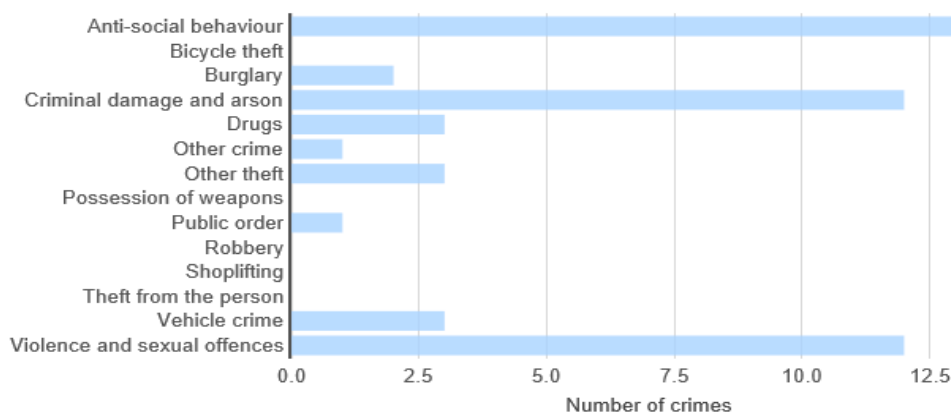
Source: <http://www.ukcensusdata.com>

- 4.2.2 The details distinguish between the more populated, smaller land area of Seiont and that of the more rural and less populated communities of Bontnewydd and Waunfawr. Whilst the proposals lie within the communities of Bontnewydd and Waunfawr, the neighbouring Seiont Ward area includes a significantly larger population area, with a higher population density.

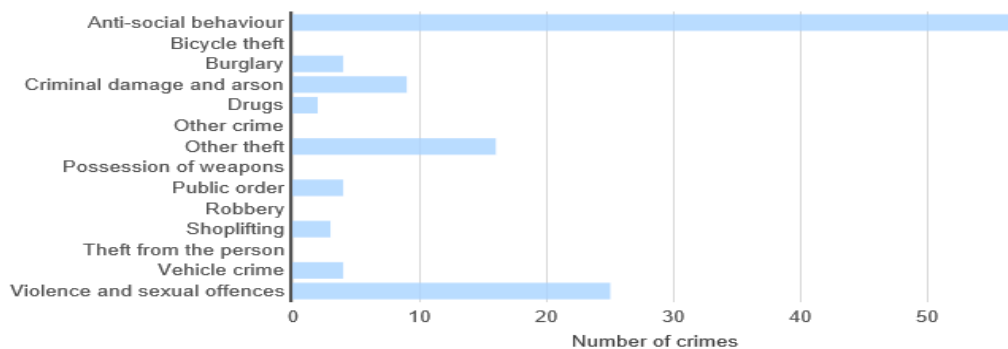
### 4.3 Community Safety

- 4.3.1 The use or transportation of any recognised hazardous materials (e.g. asphalt) to the site will be strictly controlled and none will be stored on site. The compound will benefit from low-level, fixed external lighting, with sensitive hood protectors. These will provide adequate lighting for staff and visitors, following the same design approach as the 2015 permission. According to the recent North Wales Police statistics, crimes in the area include a range of offences ranging from anti-social behaviour to burglaries. For the period between July 2015 – 2016 the types of crime in the surrounding communities include the following;

For Bontnewydd:



For Waunfawr:



Ref: <https://www.police.uk/north-wales/GNW23/crime/stats/>



## 5. ENVIRONMENTAL SUSTAINABILITY

- 5.1 Whilst the temporary buildings and workshop are not known to achieve high insulation levels, maximum opportunities will be taken to conserve energy use and maximise the recycling of staff and visitor waste. Energy provision is available through the use of existing service lines. Waste arising from staff and visitor use will be separated at source, with arrangements made for relevant recycling and disposal methods from the site.
- 5.2 As with the recently removed factory buildings on site, the priority will be given to foul waste disposal to use the existing, mains provision, and where possible to avoid the use of a temporary, above ground, storage tank, which will be pumped out, when required. As the cabins and workshop are temporary features and the requirement for an energy assessment is not obligatory in this case.

## 6 RELEVANT STRATEGIC AND LOCAL PLANING POLICIES

- 6.1 The EIA document outlines the relevant supporting documents and policies. For ease of reference the Wales Spatial Plan (2008 revisions) highlights that (para. 17.8) the 'Recent investment in the A55 corridor provides an opportunity to spread prosperity: Cheshire sub-region. Links with Ireland through the Port of Holyhead and the Trans European Network are also important. The strategic location of North Wales on two Trans-European Network priority axes means it is crucial to build upon the existing partnerships with key international, regional and local stakeholders to ensure a joined-up and integrated approach to transport strategy and implementation between England, Wales and the Republic of Ireland. Work to address the capacity issues on the Britannia Bridge and the A487 around Caernarfon to help improve this link further is also required as is the enhancement of the road network within the region especially in relation to the main north-south and east-west corridors.'
- 6.2 Similar support for highway improvements to the A487 Trunk Road are highlighted in the Joint North Wales Transport Plan and, the Regional Planning Guidance for North Wales (2002) Planning Policies.

### 6.3 National planning policy context

- 6.3.1 Relevant national planning policy is set out in Planning Policy Wales (Edition 9, 2016)), supplemented by 21 Technical Advice Notes (TANs). Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government and supports the objectives of sustainable development.
- 6.3.2 Chapter 14 of PPW is of specific relevance to minerals developments. Whilst the site represents an existing minerals permission, para 14.4.4 highlights that when '*road transport is the only means available to serve a site new mineral development, the capacity of the road network to deal safely with the movement of minerals and related products is a relevant consideration. As mineral development usually takes place in rural locations where the road network may be inadequate to accommodate a significant number of heavy vehicles, the impact of traffic generated by mineral development needs careful consideration and a traffic impact assessment may be required. If necessary, the routes to be used by mineral vehicles should be controlled*'. The EIA provides a detailed traffic assessment.
- 6.3.3 In relation to the relevant TAN's:

**TAN 5 Nature conservation and Planning (2009)** provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. It highlights five key objectives in delivering enhancement of nature conservation required by PPW; namely; adopting the five-point approach to decision-making - information, avoidance, mitigation, compensation and new benefits. It ensures that planning applications are submitted with adequate information, using early negotiation, checklists, requiring ecological surveys and appropriate consultation; securing necessary measures to

protect, enhance, mitigate and compensate through planning conditions and obligations; carrying out effective planning enforcement; and identifies ways to build nature conservation into the design of new development.

**TAN 12 – Design (2016)** details the approach required in defining and identifying appropriate design solutions and the necessary requirements in Design and Access Statements. Appraising “character” involves attention to topography; historic street patterns, archaeological features, waterways, hierarchy of development and spaces, prevalent materials in buildings or floorscape, architecture and historic quality, landscape character, field patterns and land use patterns, distinctive views (in and out of the site), skylines and vistas, prevailing uses and plan forms, boundary treatments, local biodiversity, natural and cultural resources and locally distinctive features and traditions (also known as vernacular elements).

**TAN 18 Transport (2007)** Highlights an integrated approach to travel options and provides guidance on accessibility and traffic implications.

**TAN 15 Development and Flood Risk (July 2004)** This supports the general, principle of PPW in setting out a precautionary framework to guide planning decisions, with the aims of directing new development away from those areas which are at high risk of flooding, and defining key tests in allowing developments, which may be justified in high risk flood areas (Zone C) The approach relies on the development advice map containing three zones (A, B and C with subdivision into C1 and C2) which should be used to trigger the appropriate planning tests, and defines ‘vulnerable development’.

**TAN 18** is of specific relevance to the proposal. Para 8.4 highlights that *‘The Highways Act 1980 provides the statutory framework for the consideration of proposed trunk road and motorway schemes. Such proposals should be included in development plans as they can have an important influence on patterns of development. Plans should include all schemes in the published trunk road programme giving an indication of their timing, where known. Development plans should address any land use pressures created by these routes, including those associated with environmental protection and mitigation requirements. However, examinations of development plans should not duplicate debate possible under the 1980 Act about trunk roads and motorway proposals. Circumstances where objections to trunk road and other schemes may be disregarded by the planning authority are defined in the Planning and Compulsory Purchase Act 200451.*

Para. 8.22 highlights that *‘Where local planning authorities wish to safeguard land for particular transport proposals, including road, rail, light rail or interchange schemes, they should do so through a proposal in the development plan. When the precise route of a proposed new or improved road is known at the time of*

*preparation of development plans, this should be shown on the proposals map as the route to be safeguarded. When the precise route is not known, but where proposals are sufficiently advanced the authority may define on the proposals map the area of land over which it intends to apply a safeguarding policy. The use of diagrammatic lines on the proposals map to illustrate the route should not be used where it would be misleading.’ TAN 18 continues to provide advice on development and trunk roads (para. 9.17) stating that ‘As the highway authority for trunk roads, the Assembly Government requires that works to a trunk road resulting from a development are constructed to the standards applied to its own schemes. Local highway authorities are free to adopt their own policies in respect of non-trunk roads’*

### **Relevant circulars.**

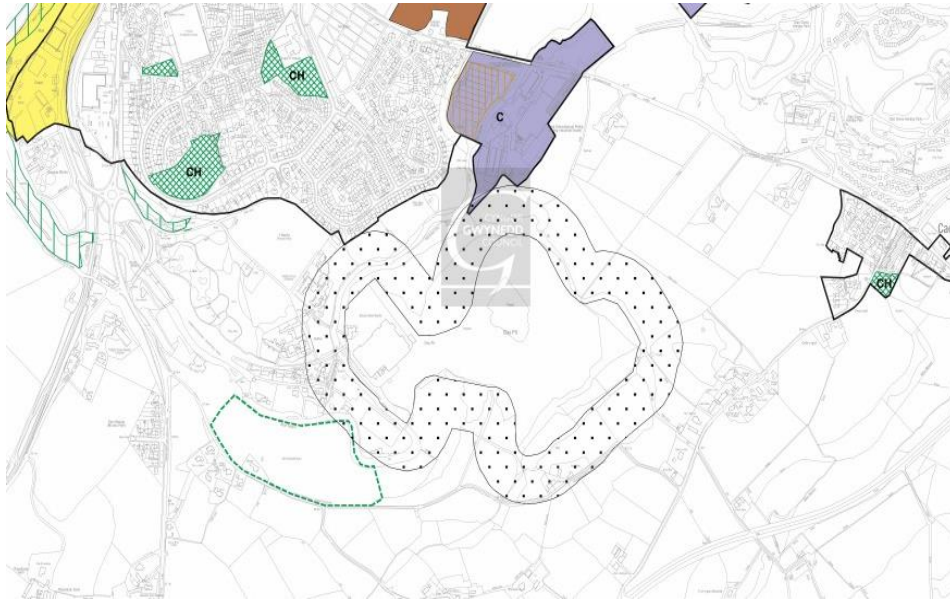
#### *WO Circulars*

*10/99 – Planning Requirements in respect of the Use Non- Mains Sewerage Incorporating Septic Tanks in new developments.* This provides guidance to minimise environmental, amenity or public health problems which could arise from the inappropriate use of non – mains sewerage systems.

*64/78 Trees and Forestry.* This includes advice to local authorities on their treatment in Development and other plans; Tree Preservation Orders; and authorities' duty when considering development proposals. This includes advice to local authorities on their treatment in Development and other plans; Tree Preservation Orders; and authorities' duty when considering development proposals.

## **6.4 Local planning policy context**

- 6.4.1 Section 38(6) of the Town and Country Planning Act 1990 requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise. The Town and Country Planning Act 1990, as amended by the Local Government (Wales) Act 1994, requires each planning authority in Wales to prepare a unitary development plan (UDP) for its area. The current, development plan in force is the adopted Gwynedd Unitary Development Plan 2001- 2016.Plan (UDP).
- 6.4.2 **Figure 7** represents the current Gwynedd UDP key land use notations for the site and surrounding locality.



**Figure 7: Gwynedd UDP key land use notations**

**6.4.3 The main UDP policies relating to 'access', includes the following:**

*CH22 – Cycling network, paths and rights of way*

*CH23 – Protecting the routes of former railway lines*

*CH25 – New Roads and Road Improvements*

*CH26 – Safeguarding Proposed Road Routes*

*CH28 – Impact of developments*

*CH29- Safeguarding and improving links for pedestrians*

*CH30 – Access for All*

*CH31- Providing for Cyclists*

*CH32- Increasing accessibility by public transport*

*CH33 – Safety on Roads and Streets*

*CH36 - Private car parking facilities*

The above policies are supported by the 'Planning for Sustainable Development April 2010' Supplementary Planning Guidance, and the accompanying 'Gwynedd Design Guide'.

**6.4.4 In assessing the proposal against the access policies, a number of factors were considered:**

- The proposal recognises the lines of existing paths and takes into account any proposed diversions as part of the proposed by- pass scheme.
- The proposal recognises the intention to re- use routes of former railway lines where possible, as covered under planning policy CH23.
- The proposal takes consideration of the road hierarchy, the Local Transport Plan approach, and recognises the environmental and landscape settings (as



detailed within the accompanying EIA) and the full range of design criteria and measures.

- The development acknowledges the explanatory paragraph to the policy CH26 which highlights that *'The Assembly Government's Highways Directorate (now 'Transport Wales'), in its document 'The Trunk Road Forward Programme 2002' notes its intention to look into the possibility of solving the traffic problems along the A487 through Caernarfon and Bontnewydd. It is not foreseen that this scheme will commence before April 2010 and as a result Transport Wales has placed the scheme in its long term plan category. Improvements to the A499 and the A497 are included on Gwynedd Council's road improvement programme.'*
- Pre-application discussions with the Welsh Government Highway Officers confirmed that the proposal could not be considered as having a harmful impact on the A487 Trunk Road. Consultation responses gained through the EIA Scoping Exercise also provided information and guidance to address potential concerns regarding local highway issues as a result of the proposed development. Whilst the site lies close to some sustainable travel and transport links, the nature of the development is primarily quarrying, haulage and construction based, which is reliant on vehicular transport in this case. However, opportunities to provide inclusive car parking and cycling facilities are provided.
- The proposal combines a number of temporary and permanent development, and relies on an existing minerals permission. Limited parts of the development will have a permanent relationship with the proposed by pass route and maximum opportunities will be sought to link with diverted and existing footpaths and cycleways, in line with the relevant health and safety standards and working quarries. The EIA details the context for diverted and new paths and cycleways as part of the proposed bypass route. No public footpath diversions are proposed as part of the Seiont Brickworks planning application proposals.
- Whilst the proposal falls outside the remit of policy C31, and the majority of the development includes a temporary use of land, recognition is given to an inclusive access approach, with on- site car parking, conference and toilet facilities.
- The proposal is primarily linked to an existing quarry site with limited access to non – car transport access. The number of private car parking spaces on the site compound is mainly limited to the maximum number of staff and visitors at one time and is likely to be reduced as the scheme nears completion.

### The Anglesey and Gwynedd Joint Local Development Plan (JLDP)

6.4.5 The current UDP will be superseded in time by the Anglesey and Gwynedd Joint Local Development Plan. This Plan sets out the land use planning policy framework over a 15 years' period (2011 – 2026). It covers the Anglesey and the Gwynedd Local Planning Authority areas and has, at the time of preparing this Report, is awaiting the conclusions of the Inspector's Hearing, estimated to be published in March 2017. Although remaining to be tested as part of the Examination process, the most specific planning policies relevant to this proposal, as defined within the JLDP Deposit Plan, includes the following:

6.4.6 *TRA1: Transport Networks Developments.* Within this policy, references include 'Improvements to Existing Infrastructure' and 'Transport Schemes.' It highlights that improvements to existing transport network will be granted subject to conforming with five criteria and, improvements to the strategic transportation network (A487 Caernarfon to Bontnewydd scheme listed) in the plan area will be secured through safeguarding and provision of land. In relation to the A487 Caernarfon to Bontnewydd scheme, the Report describes that para. 7.1.33-4)

*'The A487 Caernarfon to Bontnewydd bypass will run from the Goat roundabout (A499/A487 junction) to the Plas Menai roundabout. The length of the highway will be 9.8 km and form a western bypass to Llanwnda, Dinas and Bontnewydd before crossing the existing A487 to pass south of Caernarfon Quarry before crossing the River Seiont, passing south of the Cibyn Industrial Estate to a junction with the A4086. After crossing the B4386 the route will drop to the Plas Menai roundabout. The bypass will have two lanes in one direction, which will provide overtaking opportunities, and a single lane in the opposite direction, which prohibits overtaking.'*

#### *Policy CH25 – New Roads and Road Improvements*

*Proposals for improvements to existing roads and for new sections of roads will be approved provided there is sufficient justification for the development on economic and public safety grounds and that there will be no unacceptable environmental effects. Developers must prove that other options have been considered and that the scheme with the least environmental impact has been chosen and that all the following criteria can be met:*

- 1. That the improvement/new road scheme reflects the roads status in the defined road hierarchy:*
- 2. That the design reduces the danger of accidents for road users*
- 3. That the design incorporates measures that encourages journeys by public transport and reflects the needs of cyclists and pedestrians*
- 4. That the scheme is acceptable in terms of its impact on the community*
- 5. That the scale and design of the proposed development is suitable for the location*

6. *That every practical effort is made to ensure that the development will not cause significant harm to the landscape, the coast, biodiversity, or historic areas/features, particularly within or near designated areas*
7. *That appropriate measures are included to reduce the risk of injury or death as a result of collisions between vehicles and wildlife*
8. *That the development will not cause significant harm to the amenities of neighbouring residents of sensitive users*
9. *That the proposal incorporates adequate measures to mitigate the effects of the scheme.*

#### **Policy H26 - SAFEGUARDING PROPOSED ROAD ROUTES**

*Land shown on the Proposals Map, which is required for road improvements will be safeguarded from other development;*

1. *The A487 Porthmadog, Minffordd and Tremadog Bypass*
2. *Upgrading the A470 from Blaenau Ffestiniog to Cancoed (only the section that is outside the SNP is shown on the proposals map)*
3. *Upgrading the A499 between Aberdesach and Llanaelhaearn.*
4. *The Penygroes southern route*

The explanatory paragraph to the policy highlights that:

*'The Assembly Government's Highways Directorate (now 'Transport Wales'), in its document 'The Trunk Road Forward Programme 2002' notes its intention to look into the possibility of solving the traffic problems along the A487 through Caernarfon and Bontnewydd. It is not foreseen that this scheme will commence before April 2010 and as a result Transport Wales has placed the scheme in its long term plan category. Improvements to the A499 and the A497 are included on Gwynedd Council's road improvement programme.'*

#### **CH28 – Impact of developments**

*Proposals for large scale developments that substantially increase the number of journeys made by private vehicles will be refused unless they include measures to reduce the environmental impact as part of a Transport Assessment and/or a Travel Plan. The Local Planning Authority will favour developments that are planned and designed in a manner that promotes the most sustainable and environmentally acceptable modes of transport.*

## 7 CONCLUSIONS

- 7.1 The DAS demonstrates that the overall design approach for proposal(s) at Seiont Brickworks (supported with the accompanying reports and plans) seeks to achieve a wide and diverse range number of objectives.
- 7.2 A comprehensive understanding of the site, locality and specific haul road criteria (with significant health and safety design constraints) has led to a development which is capable of achieving a practical and sympathetic development approach, yet recognises that the development site already benefits from an existing minerals permission with a relatively long working life, with ongoing restoration works. In recognising the limited potential for inclusive access, the proposal has sought to, wherever possible, to design features within the site compound layout.
- 7.3 Given the overall context, the proposal is considered to provide an acceptable 'access' approach and satisfies the relevant policy tests, subject to any relevant and suitable planning conditions.