

# Design and Access Statement

*for*

## The Construction of an 80-bed Hotel and Associated Infrastructure

*On land at*

Parc Cybi

Holyhead

Isle of Anglesey

**Draft for Consultation**



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## 1. Introduction

- 1.1 This Design and Access Statement (DAS) has been prepared on behalf of The Conygar Investment Company PLC and Premier Inn Ltd in support of a full planning application for a new 80-bed hotel including preparatory earthworks, hard & soft landscaping and associated infrastructure on land at Parc Cybi, Holyhead, Isle of Anglesey.
- 1.2 DAS's are not part of a planning application but are required by legislation (under Article 7 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended) to accompany planning applications (outline and full) for:
- “Major” development (except those for mining operations, waste developments, section 73 applications and applications for a material change in use of land or buildings;
  - Development in a Conservation Area or World Heritage Site which are for the provision of one or more dwellings or the creation of floorspace of 100 sq. m. (gross) or more.
- 1.3 The proposed development is not located within a Conservation Area or a World Heritage Site but does constitute “major” development, as such, the production of a DAS is required to accompany the planning application.
- 1.4 The Welsh Government has produced guidance to assist developers and applicants in preparing compliant DAS's. This guidance is contained within Technical Advice Note 12 (TAN 12) “Guidance on Design and Access Statements” (March 2016).
- 1.5 TAN 12 confirms that a DAS accompanying a planning application must:
- *“Explain the design principles and concepts that have been applied to the development;*
  - *Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;*
  - *Explain the policy or approach adopted as to access and how policies relating to access in the development plan have been taken into account; and*
  - *Explain how specific issues which might affect access to the development have been addressed.”*
- 1.6 This DAS has been prepared in full accordance with the guidance contained in TAN 12 above.

## 2. Site Location, Context and Appraisal

### *Parc Cybi*

- 2.1 Parc Cybi is a strategic site allocated for employment uses within Isle of Anglesey County Council's development plan (site ref. S1).
- 2.2 The site has outline planning permission (granted in 2005 – ref. 19C842A/EIA) for a mixed-use scheme comprising employment uses, a hotel, offices, leisure uses, industrial units and facilitating access infrastructure.
- 2.3 The site comprises 47.6 hectares of land located to the immediate south of the A55 North Wales Expressway, which is the principal Trans-European corridor into the Port of Holyhead from the United Kingdom (UK) motorway network. The site lies approximately 1.5 kilometres (km) to the south-east of Holyhead Town Centre and the Stena Line ferry port, which provides strategic transport links to Ireland.
- 2.4 Parc Cybi represents a key 'gateway' location for Holyhead to all vehicles travelling to the port from the UK mainland. It is also in a 'gateway' location to Wales for visitors arriving via the port, crossing the Irish Sea, or disembarking from a cruise ship to visit the many tourist attractions in the surrounding area. The Road King Transport Hub, located centrally within the Parc Cybi site, has been successfully capitalising on the site's gateway location since its completion mid-2015.
- 2.5 The Kingsland residential area and Kingsland Primary School are situated to the north-west of the site. Views from the residential area are restricted by screen planting. However, unrestricted views of the northern part of the site are available from the primary school.
- 2.6 Holyhead Retail Park, Penrhos Business Park and the Anglesey Aluminium Complex are located further to the north and east, beyond the A55. The available uninterrupted views from the site to these developments create a poor visual aspect.
- 2.7 Kingsland Road (B545) lies to the south and west of the site, within a largely undeveloped area that includes the Trearddur Bay Golf Course and Holyhead Sports Centre. There are good visual connections into and out of the site and across the A55 from the golf course and the sports centre.
- 2.8 The remaining land to the south is generally used for grazing, with residential development located further south towards Trearddur Bay; a popular and exclusive coastal settlement that is well-known across North Wales and North West England, primarily due to its spectacular coastline. Views of the Parc Cybi site are available from residential properties situated on the northern fringes of Trearddur Bay.

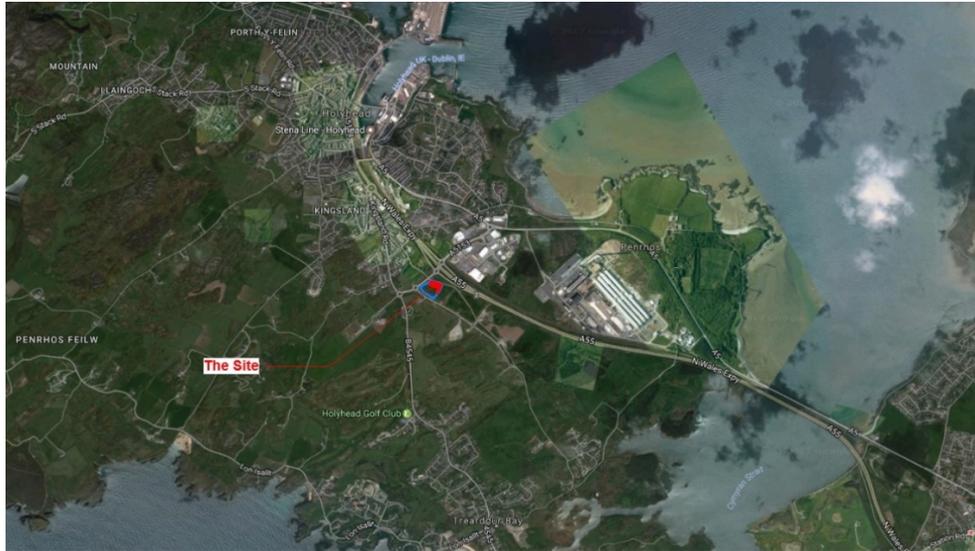
- 2.9 The whole of Parc Cybi lies within the Anglesey AONB. To the north-east, on the further side of the A55, and also within the AONB, is an industrial/ commercial estate and the former Anglesey Aluminium site which is currently being redeveloped as a Biomass Plant/ Eco Park.
- 2.10 An internal spine road, comprising improvements to the local road 'Lon Trefignath' runs through the centre of Parc Cybi, with a cycleway running along the former route of Lon Trefignath. The various development plots are located on either side of the spine road. To date, a single plot has been developed at Parc Cybi (south of the spine road), comprising a truck stop, with service/ amenity buildings and extensive areas of hard surface (predominantly HGV parking).
- 2.11 Some structure planting forming part of the outline consent has also been implemented, including planting on the embankment leading up to the A55 junction.
- 2.12 In summary, the northern and eastern edges of the site are surrounded by residential and commercial developments associated with their edge-of-centre location, whilst the remainder of the Parc Cybi strategic employment site boundary adjoins land which is more rural in character.

***The Proposed Development Site***

- 2.13 The proposed development site is c. 2.5ha in size and is located to the northern corner of Parc Cybi, known as Zone 1, immediately adjacent to the main site access off Junction 2 of the A55.
- 2.14 The site is characterised predominantly by grazed pasture land which is surrounded by fences and stone walls. There are no buildings on the site. The fields surrounding the site are similar in nature and structure, all of which are located entirely within the confines of the wider Parc Cybi site. The site exhibits a relatively flat topography, incorporating only small undulations and variations in level in places.
- 2.15 The site is also relatively free from environmental constraints, with no unduly prohibitive issues having been identified from a variety of environmental surveys including flooding, ecology, ground conditions or cultural heritage. The results of these studies/ surveys can be found in the appendices to the Planning Application Document.
- 2.16 In terms of physical site constraints, there are existing Welsh Water/ Dwr Cymru service easements along the northern boundary of the site. The proposed hotel building has been located cognisant of this constraint.
- 2.17 The proposed development site is located wholly within the wider Parc Cybi site allocation. A full appraisal of how the proposed development accords with relevant policies of the

development plan is contained within the Supporting Statement (contained in Part 3 of the Planning Application Document).

2.18 The aerial photographs below identify the proposed development site hatched in red.



Aerial view of site and context (wide view)



Aerial view of site (closer context)

### 3. Design Principles and Concepts

- 3.1 The overall design philosophy for the proposed development is to produce a modern and functional building in terms of layout, scale, access, appearance, environmental performance and configuration, in order to satisfy the specific needs of the hotel operator and its Clients.
- 3.2 However, of equal importance has been the requirement to ensure that the development responds sensitively to surroundings and with minimal impact on upon the local environmental resource.
- 3.3 The layout now presented is response to a number of factors with the layout of the development evolving through a number of iterations prior, and subsequent to, the pre-application consultation phase of the planning application process.
- 3.4 The key design principles employed in the design evolution have included:
- Striking the right balance between built-development and landscaping;
  - having regard to the special character of the Anglesey Area of Outstanding Natural Beauty (AONB);
  - responding to the local landscape form and character and retain existing landscape features, where possible;
  - enhancing the visibility of the development to vehicles travelling along the A55;
  - screening service areas and soften the impact of other areas of hard landscaping through the creative use of soft landscaping and planting of native species;
  - creating a universally accessible development for both vehicular and pedestrian traffic;
  - achieving the best possible accreditation under the Building Research Establishment Environmental Assessment Method (BREEAM) in order to boost environmental performance and added value;
  - having regard to the cultural heritage sensitivities of the site, particularly the two nearby scheduled ancient monuments;
  - ensuring, through the use of natural and vernacular materials, that the development harmonises with the local natural and built environment.

## 4. Scheme Description

### 4.1 Use

4.1.1 The proposed development is for an 80-bed hotel (Use Class C1 of The Town and Country Planning (Use Classes) Order 1987 (as amended)).

4.1.2 The development would also incorporate:

- an ancillary restaurant/ bar;
- car parking for 84 vehicles (including 4no. accessible spaces);
- drop-off parking bays located near to the main entrance;
- a complimentary scheme of soft landscaping;
- pedestrian access path;
- cycle stores;
- bin stores; and
- recycling storage areas.

### 4.2 Amount

The development will provide the following Gross Internal and Gross External Areas:

Gross Internal Areas (GIA):

• Level 00	893 m <sup>2</sup>	9,610 ft <sup>2</sup>
• Level 01	759 m <sup>2</sup>	8,168 ft <sup>2</sup>
• Level 02	759 m <sup>2</sup>	8,168 ft <sup>2</sup>
• Level 03	604 m <sup>2</sup>	6,499 ft <sup>2</sup>
• <b>Total GIA:</b>	<b>3,014 m<sup>2</sup></b>	<b>32,445 ft<sup>2</sup></b>

Gross External Areas (GEA):

• Level 00	960 m <sup>2</sup>	10,329 ft <sup>2</sup>
• Level 01	813 m <sup>2</sup>	8,756 ft <sup>2</sup>
• Level 02	813 m <sup>2</sup>	8,756 ft <sup>2</sup>
• Level 03	650 m <sup>2</sup>	6,997 ft <sup>2</sup>
• <b>Total GIA:</b>	<b>3,237 m<sup>2</sup></b>	<b>34,839 ft<sup>2</sup></b>

The above areas are clearly denoted on the following drawings:

16015-C4C-B1-Z1-A1-20-P2-00-001-H\_General Arrangement Floor Plan - Level 00

16015-C4C-B1-Z1-A1-20-P2-01-001-G\_General Arrangement Floor Plan - Level 01

16015-C4C-B1-Z1-A1-20-P2-02-001-G\_General Arrangement Floor Plan - Level 02

16015-C4C-B1-Z1-A1-20-P2-03-001-G\_General Arrangement Floor Plan - Level 03

### **4.3 Siting and Layout**

- 4.3.1 The primary concern in terms of the siting of the building has been the need to allow access for maintenance purposes to utilities infrastructure owned by Dwr Cymru/ Welsh Water, located underground, along the site's northern boundary. This has resulted in the need to incorporate a "stand-off zone" in this area.
- 4.3.2 The proposed layout of the building has been designed cognisant of comments received by Isle of Anglesey County Council as part of the formal pre-application advice process. Other requirements regarding the layout and design of the building have been received direct from the hotel operator: Premier Inn, whose primary stipulation is that the main entrance to the building to be facing the A55, to enhance its visual prominence to passing traffic. This has had a consequential effect on the internal layout of the other elements of the building, which has, in places, also dictated the configuration of some external facets, particularly fenestration.
- 4.3.3 The ancillary restaurant/bar would be located to the north-western side of the building, with "back of house" areas, such as kitchen, staff-room, sanitary provision and bin stores being situated in the south-western area.
- 4.3.4 Vehicular access to the site is via the main spine road which runs the length of Parc Cybi. The access has been designed to ensure that emergency vehicles, refuse collection vehicles and servicing vehicles can all access the site safely and effectively.
- 4.3.5 A new pedestrian would also be formed as part of the development affording pedestrian access directly to the hotel entrance from the spine road.
- 4.3.6 A 84no. space car park for staff and guests (including 4no. disabled spaces) would be provided around the hotel building, with guest drop-off bays being provided near to the main entrance.
- 4.3.7 The built elements of the development would be complimented by a scheme of soft landscaping which would temper the visual impact of hard landscaped areas.

### **4.4 Scale and Massing**

- 4.4.1 The proposed hotel building would be a mixture of 3 and 4-storey elements with a maximum height of 14.4m. This has largely been dictated by the number of rooms required, the need to enhance visibility and also the relatively constrained developable area of the site. However, the height is consistent with that of other proximate commercial and industrial buildings and, indeed the principle of large-scale development on the Parc Cybi site has already been accepted by virtue of the outline planning permission granted in 2005.
- 4.4.2 Nevertheless, in order to reduce the massing of the building, cladding materials have been carefully selected and located such that the overall scale of building is visually diminished. The

result, in combination with the soft landscaping scheme, is a functional building which does not appear over-dominant in its setting.

#### **4.5 Appearance**

4.5.1 In order to echo the appearance of vernacular buildings, the proposed building frame would be finished in a combination of white render, timber panels and natural stone. The building would incorporate flat roof elements which would be finished with light grey single ply membrane.

4.5.2 The dominant material would be the white render, with the natural stone serving, both visually and functionally, as a strong base for the building and an emphasis for the main entrance, which also features a canopy for the same purpose.

4.5.3 The soft landscape proposals are intended to soften the appearance of the site from the main spine road and enhance the frontage generally.

#### **4.6 Environmental Sustainability**

4.6.1 In regard to Carbon Reduction / Renewable Energy Systems the development would adopt a 35% reduction in CO<sub>2</sub> emissions when compared to the Notional target of the Building Regulations part L England and Wales 2013. This reduction target would be achieved through a number of carbon savings from a range of areas within the building.

- Air source heat pump options
- PV panels
- High efficiency heat recovery ventilation
- High efficiency LED lighting with intelligent controls
- Enhanced building fabric U-Values above the targets set by Building Regulation standards.
- Air permeability above targets set by Building Regulations

4.6.2 Locally sourced sustainable materials with a low environmental impact are to be used for the development. Any timber used will be sourced from sustainable managed forests and certified by the Forest Stewardship Council. The construction of the development would follow advice and guidelines set out using the BRE Green Guide to Sustainability for the constructions of the basic elements.

4.6.3 This would further ensure the development follows a sustainable path in terms of material specification and usage.

4.6.4 There is an allocated bin store area that dictates the waste management strategy to the West side on the ground floor accommodation with provision as follows:

- 2no. 1100 litres bin for General Waste, 1 refuse collections per week
- 8no. 1100 litre bin for Mixed recycling, 1 refuse collections per week
- 2no. 240 litre bins for Food waste, 1 refuse collections per week
- 6no. 240 litre bins for Glass, 1 refuse collections fortnightly

4.6.5 The applicant is committed to producing highly sustainable developments and reducing waste from construction is an economic and social priority for the development. Suitable evidence will be provided to the Local Authority upon request during the construction phase to show the procedures in place to reduce/ re-use materials and monitor waste reduction.

4.6.6 The Development scheme would achieve a minimum BREEAM rating of 'Good'. With the Developer employing an Accredited BREEAM assessor to ensure that the building achieves this rating.

#### **4.7 Landscaping**

4.7.1 The landscape scheme surrounding Parc Cybi seeks to provide a clean and uncluttered setting for the hotel, using a limited palette of plants which will clearly define the space and provide a sense of place. Care has been taken to avoid fully screening the hotel from the access road or creating secluded corners. Small groups of widely spaced trees are set in close-mown grass to provide interest and focal points without obstructing sight lines. Clipped hedgerows are used to provide enclosure around the car park and to screen hotel windows along the south elevation, giving a sense of security and ownership of the land.

4.7.2 Native species are used throughout, with Scots pine the dominant tree. This species has been selected for its interest throughout the year, the attractive and individual shapes into which it will eventually grow, and the clear sight lines that will be available under its canopy. Some hawthorns are also proposed along boundaries, partly for their biodiversity value and partly because with time they too will develop a more interesting form. The hedges will use mixed native species, including dog rose and holly, to extend the season of interest and provide food and shelter for small birds and further biodiversity value would be created by use of a meadow grass mix for all grassed areas.

#### **4.8 Community Safety**

- 4.8.1 When designing developments, it is important to remember that building sustainable communities not only includes the need to use environmentally friendly materials and construction methods, but also the need to raise awareness of the importance that low crime in a social and economic context, makes to the ongoing and long term sustainability of a development and the local community.
- 4.8.2 Community safety is taken into account in terms of reducing opportunity for criminal and anti-social behaviour on the site, and also safety of the general public and site operatives during the construction phase.
- 4.8.3 The site is within an established development with the main pedestrian and vehicular access to the site off Parc Cybi Road. The parking has been provided to the north/rear and east/side of the site which allows for natural surveillance and inclusive access. No alleyways or enclosed areas where criminal or anti-social activities could take place unseen are being provided.
- 4.8.4 All car parking and yards have been designed to take advantage of natural surveillance and overlooking from the hotel. Suitable external lighting and security including CCTV will be provided within the development to further ensure any criminal and anti-social risks are limited.
- 4.8.5 The initial safety aspect affected by the proposal is the increased chance of injury during the building works and the possibility of increased accessible areas to the building site for break-ins, this will be clearly identified in the contractors Construction Management Plan that will be developed prior to a commencement on site. This will cover not only the contractors and visitors on site, but also the wider local community.
- 4.8.6 The Developer will also liaise any local relevant local establishments to ensure any criminal or anti-social behavior opportunities are reduced with site security being paramount.

## 5. Design Proposals

### 5.1 Images or Proposed Development



Restaurant / Bar view from car park



Main entrance to reception



View of south façade of building

## 6. Access Strategy

### 6.1 Equality Act and Part M Compliance

- 6.1.1 The proposed layout would allow for those with disabilities to effectively use and also work within the building. The construction of the building will be designed to fully meet current Building Regulations in terms of inclusive access (Approved Document M), with accessible sanitary provision to staff and also inclusive flush threshold access to staff and customers.
- 6.1.2 Parking for the Disabled - Dedicated parking in the form of 4no spaces are provided to comply with the layout in Part M close to the main entrance.
- 6.1.3 Entrance - Level access will be available at the main entrance to the building via the bi-parting doors operated by intercom.
- 6.1.4 Horizontal Circulation - All corridor widths and clear opening widths in doorways will fully comply with Approved Document Part M of the Building Regulations and access will be available to all facilities.
- 6.1.5 Vertical Circulation - Two lifts complying with Approved Document Part M and EN81-1/2 will be incorporated into the layout.
- 6.1.6 Emergency Egress - Disabled Refuge points will be provided at all stairs in accordance with BS 8300 and we expect this to be taken note of and incorporated within the management regime.
- 6.1.7 Finishes - Necessary tonal variations on surfaces will be incorporated.
- 6.1.8 Post-Handover - We expect a robust management system to be employed by the occupier to attend to all day to day matters after handover.

### 6.2 Access Policies

- 6.2.1 Legislation governing the production of DAS's stipulate that the document needs to consider the policies relating to access contained in the development plan for the area in question.
- 6.2.2 In the case of the proposed development, the Development Plan comprises:
- Gwynedd Structure Plan (adopted 1993); and
  - Ynys Mon Local Plan (adopted 1996).

6.2.3 The Gwynedd Structure Plan (GSP) provides the strategic guidance for development on Ynys Mon for the period 1991 to 2006. It is recognised that the GSP is now nearly 25 years old and that, since its production, more contemporary policy documents, at national, sub-national and local level, have been introduced which have effectively superseded it.

6.2.4 Whilst it does, strictly speaking, remain to form part of the statutory development plan for the area, the policies are broad in nature and there are no policies imperatives covered in the GSP which aren't accounted for in the more specific policies contained within the Ynys Mon Local Plan (YMLP). Accordingly, and to avoid unnecessary repetition, only the relevant parts of identified access policies of the YMLP have been appraised. These policies, and the manner in which they have been addressed, set out below.

Policy No.	Relevant Policy Wording	Policy Compliance Justification
<p>Policy 1: General Policy</p>	<p>The Council will determine planning applications in accordance with the policies and proposals in this Plan. In considering planning applications, the Council will take into account:</p> <ul style="list-style-type: none"> <li>• The effect on pedestrian and vehicular travel patterns including the use of public transport, public rights of way and cycling.</li> <li>• The need to ensure that vehicular access, the roads leading to the site and parking provisions are safe and adequate.</li> </ul>	<p>In accordance with Policy 1, and, as demonstrated in by the environmental impact assessment work which supports the planning application, the proposed development has, through the production of a comprehensive Transport Assessment, considered the potential effect of the development, particularly (but not exclusively) on vehicular traffic patterns.</p> <p>The Transport Assessment concludes that the proposed development represents an appropriate and sustainable development option.</p> <p>The proposal site enjoys good access to local and strategic road links and is accessible via a range of travel modes. The scheme would result in limited trip demand, with only negligible increases in hourly traffic</p>

		<p>demand over the previously-consented use of the development plot during the critical network peak periods.</p> <p>In addition to the above, access to and within the proposed development has been carefully designed and tracked to ensure that it can be safely and efficiently utilised by Heavy Goods Vehicles, Refuse Collection Vehicles and private cars, but also provides safe and separate pedestrian pathways along desire lines.</p>
<p>Policy 23: Public Transport</p>	<p>Development which is poorly related to public transport will be refused unless more accessible locations are shown to be unsuitable.</p>	<p>Parc Cybi is currently not directly served by public transport routes - reflecting its existing relatively un-developed nature. However, a number of bus services are noted to pass within the immediate catchment of the site.</p> <p>The nearest bus stops to the site are located at Kingsland Road, approximately 390m walking distance north-west of the proposed site access junction (southbound), and 410m walking distance (northbound).</p> <p>The southbound bus stop has a flag post, bus shelter and a bus boarding kerb. The northbound bus stop has a flag post and a bus boarding kerb. Both bus stops can be accessed via continuous footways from the site.</p>
<p>Policy 26: Car Parking</p>	<p>Proposals for development will be expected to incorporate adequate and appropriate amounts of on-site parking.</p>	<p>The site masterplan identifies that a total of 84 car parking spaces are proposed at the site including 4 disabled parking spaces.</p> <p>A drop-off/ pick-up bay would also be</p>

		<p>provided outside the main entrance to the building. Such parking provision is broadly in accordance with Isle of Anglesey Council (IACC) parking standards set out in more contemporary Supplementary Planning Guidance – Parking Standards, 4th March 2008, viz:</p> <p>C1 Hotel – 1 parking space per bedroom (i.e. 80 parking spaces for the 80-bed hotel):</p> <ul style="list-style-type: none"> <li>• Disabled parking – 5% of total parking (i.e. 4 spaces); and</li> <li>• 8 cycle parking spaces would be provided from a total of 4 ‘Sheffield’ stands.</li> </ul> <p>Again, such provision conforms with relevant parking standards set out in IACC parking standards, i.e. 1 space per 10 bedrooms, in accordance with Policy 26.</p>
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6.2.5 There are a number of other planning policies contained in the Ynys Mon Local Plan which are relevant to the proposed development. A full appraisal of these policies against the proposed development is contained the Supporting Statement (Part 3 of the Planning Application Document). As such, it has not been considered necessary, or helpful, to repeat those policies here. However, a list of the relevant policies considered in that appraisal is provided below.

- Policy 2: New Jobs
- Policy 5: Design
- Policy 8: Holiday Accommodation
- Policy 28: Tidal Inundation and River Flooding
- Policy 39: Archaeology
- Policy 42: Design

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## 7. Conclusion

- 7.1 This Design and Access Statement (DAS) has been prepared on behalf of The Conygar Investment Company PLC and Premier Inn Ltd. in support of a full planning application for a new 80-bed hotel including preparatory earthworks, hard & soft landscaping and associated infrastructure on land at Parc Cybi, Holyhead, Isle of Anglesey.
- 7.2 The document has been prepared in accordance with contemporary legislation and guidance issued by the Welsh Government in the form of TAN 12 “Guidance on Design and Access Statements”.
- 7.3 The proposed development would make efficient and effective use of the site, and create a contemporary yet sympathetic design which would capitalise on the opportunities afforded by the site, whilst minimising any potentially negative effects.
- 7.4 In light of the above, it is considered that the development represents an appropriate use of land in this location and one which would assist in the continued development of Parc Cybi and economic growth in the wider area.