

# CADNANT

PLANNING

**Port of Mostyn, Coast Road, Mostyn, Flintshire  
CH8 9HE**

**DESIGN ACCESS AND PLANNING STATEMENT**

The Port of Mostyn Ltd

August 2023

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CONSULTATION

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## Design, Access and Planning Statement



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# 1. Introduction

- 1.1 This Design and Access Statement (DAS) accompanies a draft planning application for full planning permission for the change of use from a port to a mixed use of port and the undertaking of manufacture of concrete gravity bases and steel structures for offshore wind turbines, with associated portable modular office and workshop buildings.
- 1.2 The Port of Mostyn site is located on the Welsh side of the estuary of the River Dee, approximately 0.5km north to the village of Mostyn. The site comprises warehouses, carparks, and large areas of hardstanding and loose surfacing. The site is bounded to the north and west by the Dee Estuary, to the south by a railway line and the A548, and to the east by vacant industrial units and associated infrastructure.
- 1.3 Following the enactment of the Planning (Wales) Act 2015 (the Act) the requirement for pre-application consultation on major development schemes was implemented. This includes the provision of a site area over 1ha. The proposed development exceeds the 1ha site area threshold.
- 1.4 The requirement to carry out pre-application consultation falls under Section 17 of the Act and the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) as amended by the 2016 Order. Guidance on carrying out the pre-application consultation requirements within the Act has been provided by the Welsh Government set out in Article 1 of the Town and Country Planning DMPWO (Amendment) 2016 'Guidance on Pre-application Consultation'.
- 1.5 This Design, Access and Planning Statement is issued as part of a suite of documents for Pre-Application Consultation prior to the submission of a formal planning application. As required by the Town and Country Planning (Development Management Procedure) (Wales) Order (Amendment) 2016 the statement aims to address the following matters;
- Explain the design principles and concepts that have been applied to the development;
  - Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
  - Explain the policy or approach adopted as to access, and how policies relating to access in the development plan have been taken into account; and

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- Explain how any specific issues which might affect access to the development have been addressed.
- 1.6 Following the PAC, the responses received will be collated into a PAC Report and submitted as part of the planning application. The PAC Report will confirm how the application has complied with section 61Z of the 1990 Act, how comments received have been taken account of in moving forward with the project and what amendments have been made prior to the submission of the application.
- 1.7 The adopted development plan consists of the Flintshire LDP which was adopted by the Council on 24/01/23 and covers the period 2015 to 2030. It forms part of the statutory development plan alongside Future Wales: The National Plan 2040. The remaining part of the statutory development plan will be the Strategic Development Plan (SDP) for North Wales, once prepared and adopted. Since its adoption the Council use the LDP and Future Wales as the primary basis for making decisions on planning applications and development proposals.

## 2. The site and context to the proposal

- 2.1 The Port of Mostyn is located in Flintshire, North Wales. The Port has access to the Irish Sea via the River Dee estuary. In recent years Mostyn has been developed to become one of Europe's most important ports for the offshore renewable energy sector.



- 2.2 The site is located off the A548 between Chester and Prestatyn. The Port and Energy Park is also served by a spur to the national rail network. Due to the nature of the offshore wind turbine business, most freight traffic to the development site will be by sea.
- 2.3 The planned development is for change of use from a port to a mixed use of a port and a site for the manufacture of concrete gravity bases and steel structures for offshore wind turbines. The proposal complements a Marine Works Application previously submitted in February 2023 for a marine Berth Extension with an adjoining 5 hectare component storage and turbine assembly area.
- 2.4 The proposal subject of this planning application extends landside development across a 32 hectare site to include workshops and warehousing (up to 8000m<sup>2</sup>), cement and aggregate storage and batching plants, with a parking for up to 200 vehicles. Construction and operation of the new development will require a workforce of up to 1000 workers.

## 3. The proposed development

### Use

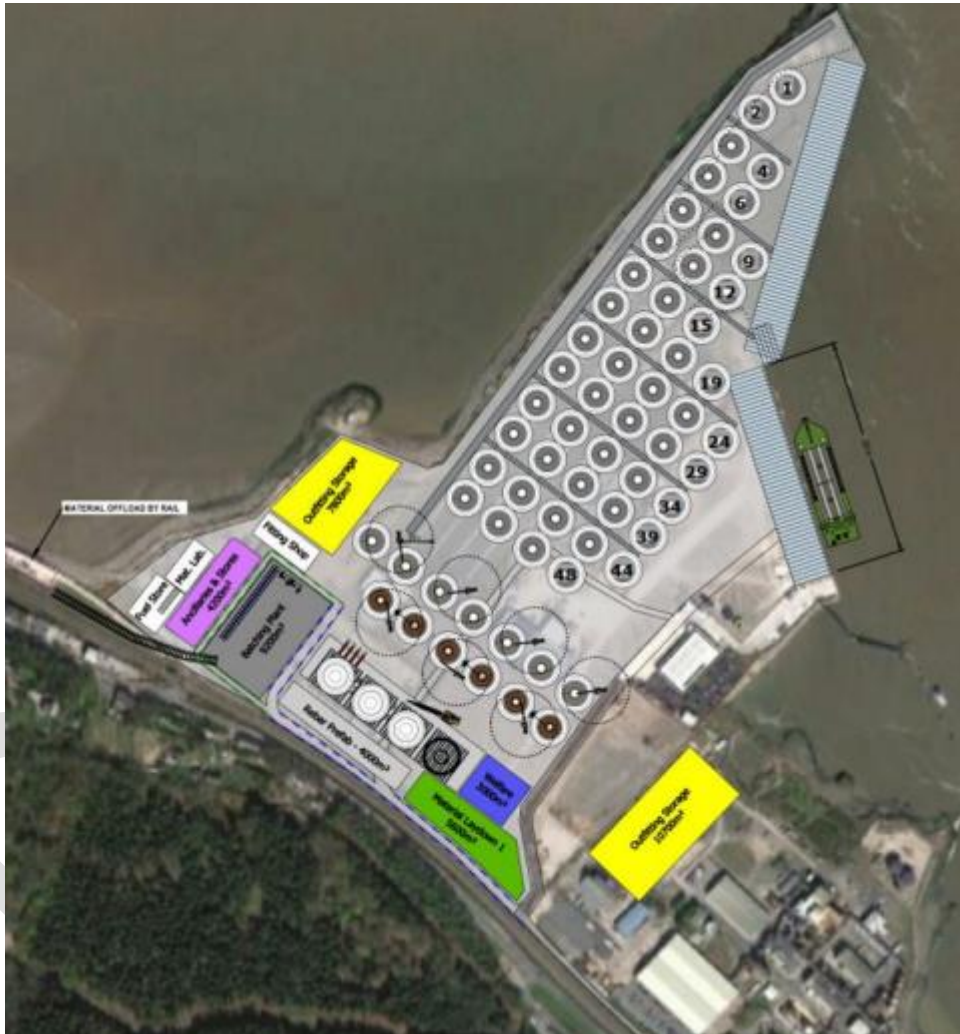
- 3.1 This application seeks consent for the change of use from a port to a mixed use of a port and a site for the manufacture of concrete gravity bases and steel structures for offshore wind turbines.
- 3.2 The proposed development will repurpose the existing port, allowing it to be used for the construction of wind turbine foundations. The proposed development will see the construction of large bases for offshore wind turbines, therefore, the development would need to be situated on the coastline to allow these structures to be transported off-shore.
- 3.3 The proposed development would provide key employment opportunities within the area, with up to 1,000 people employed. The site meets the definition of previously developed land, as outlined in Planning Policy Wales ('land is that which is or was occupied by a permanent structure.... and associated fixed surface infrastructure') and the repurposing of the site will bring significant economic benefits to the immediate locality, Flintshire County and the wider North Wales Region.
- 3.4 The Port of Mostyn was the birthplace of offshore wind energy in the UK two decades ago with the first two offshore windfarms, North Hoyle off the coast of North Wales and Robin Rigg in the Solway Firth, built there. Since then the port has been involved in the construction of a further seven offshore windfarm projects.
- 3.5 The concrete gravity bases will be manufactured at the port using materials supplied by locally and it is envisaged that the turbine components will also be imported for final assembly at the Port of Mostyn and then taken offshore to be integrated with the foundations.
- 3.6 The use will require pre-fabricated office and welfare units which would be brought to site, placed and connected to mains electricity, water and drainage services in order to provide facilities for management, manufacturing and all other employees. Additionally decked parking will be sited on the site to accommodate staff and visitor parking.
- 3.7 The use will also include on-site concrete batching plants. On site batching delivers the material where it is needed reducing vehicular road movements. Recycling units will be



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supplied with the plants which can recover water and aggregate from truck and plant washing, and from returned concrete.

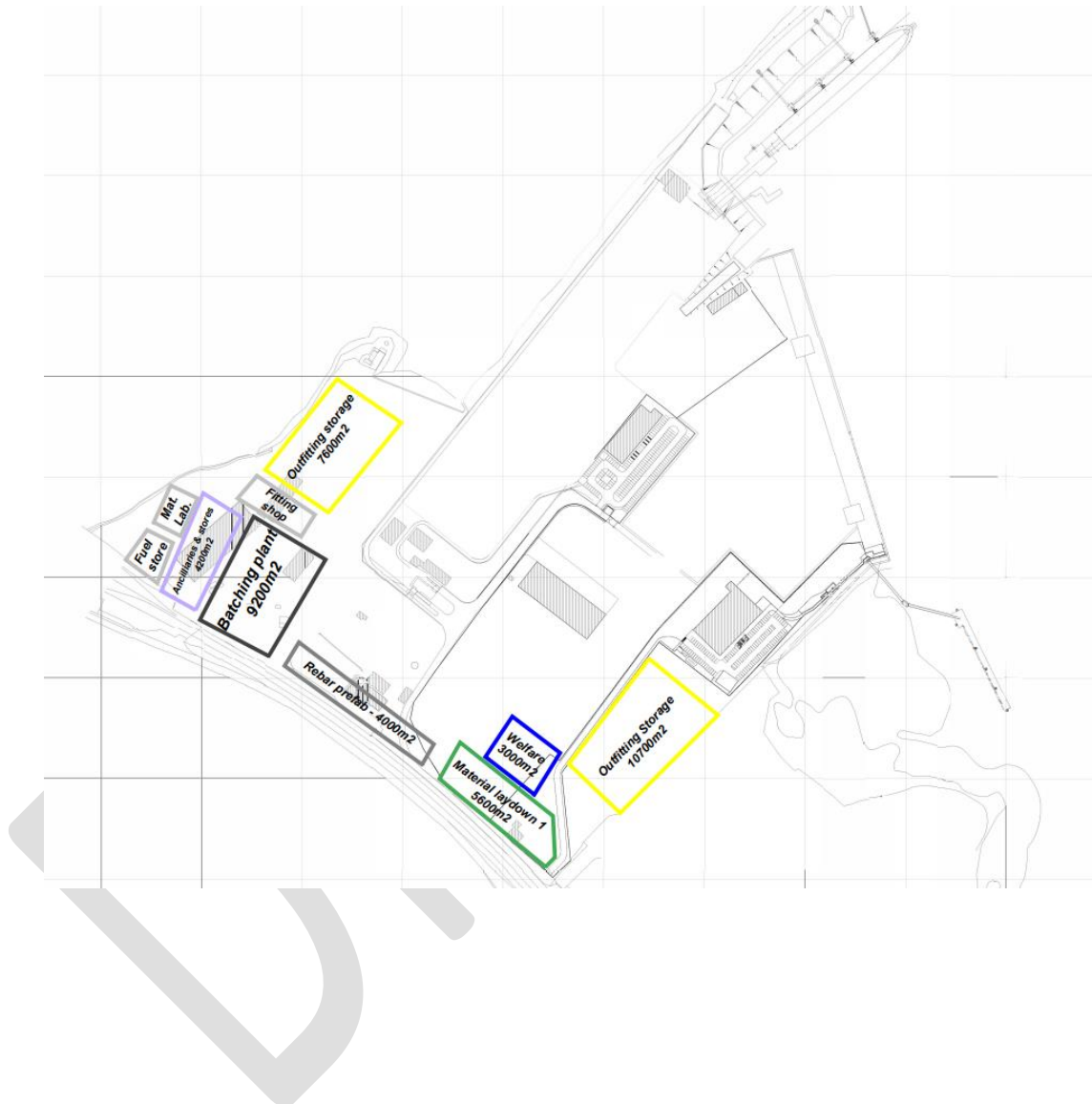
- 3.8 The image below provides an indication of the range and dispersal uses across the site, though, as the required offices, welfare buildings and modular car parking will be portable accommodation, the change of use application seeks flexibility in the layout and form of the proposal.





## Design, layout, amount and scale

- 3.9 The plan extract below provides a further indication of the layout of each component of the proposed development and the following images provide an indication of the appearance and scale of each component of the development.



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- 3.10 The use predominantly requires defined outside storage and working areas with the only required buildings being the office and welfare buildings; car park structure and the structures required for the concrete batching plants. The requirements of the end user are not known in detail at this stage but it is envisaged that office and welfare portable or modular buildings would be between single and three storeys in height as indicated in the images above. Modular car parking would also be constructed over a maximum of three levels as indicated above.

## Appearance and landscaping

- 3.11 The development will comprise of an industrial appearance given its setting within an existing industrial and operation port area. It is not envisaged that any significant soft landscaping would be incorporated, though opportunities for Biodiversity enhancements will be incorporated once the final details of all modular buildings are confirmed. The buildings and structures will have a typical industrial and commercial appearance, finished in a metal material with a colour to be specified and agreed with Planning Authority prior to installation.
- 3.12 Welfare and office units will be typical pre-fabricated or modular buildings in terms of appearance, similar to those already on or adjoining the port site.
- 3.13 In terms of hard landscaping, the site ground surface will comprise of concrete, and aggregate and be surrounded by security fencing.
- 3.14 The proposed appearance and materials used in the development would be suitable for the existing industrial appearance of the site.

## Access

- 3.15 Vehicular access into the site would be provided via an existing access provided via the single carriageway A548. The A548 has a signal-controlled junction with Dock Road, signed to the Port and Business Area. Dock Road crosses a railway line via an overbridge at the junction. The Wales Coastal Path crosses the Dock Road, close to the junction with the A548.
- 3.16 It is understood there is a 12-tonne per axle weight restriction on the overbridge that would prevent access for abnormal loads. A secondary gated access to the port site is available from A548 circa 1km west of the Dock Road/A548 junction. This provides access to the site via a level crossing for any traffic that exceeds the 12-tonne per axle weight restriction.
- 3.17 The majority of materials for construction of facility and for manufacture of turbine foundation will be brought to site by sea.

## 4. Planning policy context

### National planning policy

- Future Wales: The National Plan
- Planning Policy Wales, 2021, (Edition 11);
- Technical Advice Note (TAN) 5: Nature Conservation;
- TAN 12: Design;
- TAN 15: Development and Flood Risk;
- TAN 18: Transport; and
- TAN 20: Planning and the Welsh Language.

### Future Wales: The National Plan 2040 (2021)

- 4.1 Future Wales – the National Plan 2040 is the recently produced national development framework which sets the direction for development in Wales to 2040 at a strategic level. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

### National planning policy and guidance

- 4.2 National planning policy which has been taken into consideration includes Planning Policy Wales (PPW) Edition 11, 2021, as well as guidance set out in TAN 12: Design, TAN 15: Development and Flood Risk, TAN 18: Transport and TAN 20 'Planning and the Welsh Language'.
- 4.3 PPW Ed. 11 aligns national planning policy strategy with the objectives of the Well-being of Future Generations (Wales) Act 2015, which is centred around achieving sustainable development. The proposed development is in line with PPW as it provides housing in a highly sustainable location.
- 4.4 The following table provides a summary of relevant national policy and guidance.

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**Table 4.1 Summary of national planning policy and guidance**

Policy	Summary
Assessing the Sustainable Benefits of Development	<p>Paragraph 2.27 advises that;  <i>“Planning authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process and assessed in accordance with the five ways of working to ensure a balanced assessment is carried out to implement the Well-being of Future Generations Act and the Sustainable Development Principle. There may be occasions when one benefit of a development proposal or site allocation outweighs others, and in such cases robust evidence should be presented to support these decisions, whilst seeking to maximise contributions against all the well-being goals.”</i></p>
Energy Generation	<p>Paragraph 5.72 advises that:  <i>“Overall power demand is expected to increase as a result of growing electrification of transport and heat. In order to ensure future demand can be met, significant investment will be needed in energy generation, transmission and distribution infrastructure. The system will need to integrate renewable generation with storage and other flexibility services, in order to minimise the need for new generation and grid system reinforcement. Collectively we will need to concentrate on reducing emissions from fossil fuel sources, whilst driving further renewable generation which delivers value to Wales”</i></p> <p>Paragraph 5.76 advises that:  <i>“The planning system should secure an appropriate mix of energy provision, which maximises benefits to our economy and communities whilst minimising potential environmental and social impacts. This forms part of the Welsh Government’s aim to secure the strongest economic development policies, to underpin growth and prosperity in Wales, recognising the importance of decarbonisation and the sustainable use of natural resources, both as an economic driver and a commitment to sustainable development.”</i></p>
Access	<p>Paragraph 3.50 states that;  <i>“A broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor’s surgeries and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.”</i></p>
Amenity	<p>Paragraph 3.21 states that;  <i>“The planning system must consider the impacts of new development on existing communities and maximise health protection and well-being and safeguard amenity.”</i></p>



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<p>Design</p>	<p>Section 3 relates to design and Placemaking In Action. It considers that Good Design Making Better Places. Paragraph 3.3 advises that;  <i>“Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surroundings area.”</i></p> <p>Paragraph 3.4 goes on to state that;  <i>“Design is an inclusive process, which can raise public aspirations, reinforce civic pride and create a sense of place and help shape its future. For those proposing new development, early engagement can help to secure public acceptance of new development. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales. These objectives can be categorised into five key aspects of good design”.</i></p>
<p>TAN 12 Design</p>	<p>The guidance in TAN 12 has been considered in formulating the proposal and in reporting on the Design and Access issues. The Welsh Government is strongly committed to achieving the delivery of good design in the built and natural environment which is fit for purpose and delivers environmental sustainability, economic development and social inclusion, at every scale throughout Wales. Paragraph 5.5.1 of TAN 12 identifies that an understanding of landscape and townscape quality, including its historic character, is fundamental to the design process.</p> <p>The relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings. Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and, provides buildings and environments that are convenient and enjoyable to use for everyone.</p> <p>Paragraph 5.5.1 of TAN 12 states;  <i>“The distinctive settlement patterns which characterise much of Wales have evolved in part in response to the country’s diverse landscape and topography. The way in which development relates to its urban or rural landscape or seascape context is critical to its success. Because of this, an understanding of landscape quality, including its historic character, is fundamental to the design process.”</i></p> <p>Paragraph 5.8.1 states;  <i>“The special qualities of the rural landscape and coastline of Wales should be recognised. The qualities should be enhanced through conservation of the character of the countryside and by achieving quality in new development.”</i></p> <p>Paragraph 5.8.2 states;</p>

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	<p><i>“Policies and guidance should take account of the need to steer activity to avoid negative impact on distinctive rural landscapes and the best agricultural land and to conserve and enhance diversity of species and habitats. Managing change by means of a landscaping strategy based on a thorough landscape assessment is one means of safeguarding a rural sense of place. This should analyse key issues and put forward guidelines for design themes, palettes of materials, and briefs for specific sites.”</i></p>
<p>TAN 15 Development and Flood Risk</p>	<p>This TAN provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding. It advises on development and flood risk as this relates to sustainability principles and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development in any location, can be assessed.</p> <p>Section 3 of the TAN states: The general approach of PPW, supported by the TAN, is to advise caution in respect of new development in areas at high risk of flooding by setting out a precautionary framework to guide planning decisions. The overarching aim of the precautionary framework is, in order of preference, to:-</p> <ul style="list-style-type: none"> <li>• Direct new development away from those areas which are at high risk of flooding.</li> <li>• Where development has to be considered in high risk areas (zone C) only those developments which can be justified on the basis of the tests outlined in section 6 and section 7 are located within such areas.</li> </ul>
<p>TAN 18 Transport</p>	<p>TAN 18 has also been taken into consideration. The main aim of TAN 18 is ensuring that new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion.</p> <p>Paragraph 2.4 of TAN identifies that the inter-relationship between land use planning and transport is complex and varied. The development of land is dependant, in part, upon transport infrastructure and services to function efficiently. By influencing the location, scale, density and mix of land uses and new development, land use planning can help reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport. TAN 18 also considers people with disabilities. TAN 18 identifies that it is important to consider their needs in terms of parking, ensuring that adequate numbers of suitably designed parking spaces are provided in appropriate locations.</p> <p>TAN 18 expands on the importance of accessibility in future developments. TAN 18 provides guidance on providing good accessibility with objectives such as; <i>‘ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;’</i> and; <i>“ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;”</i></p>
<p>TAN 20 – Planning and the Welsh Language (Welsh)</p>	<p>TAN 20 provides guidance on how the planning system considers the implications of the Welsh language when preparing LDPs and making decisions. The LPA should consider the needs and welfare of the Welsh language, and in so doing,</p>



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Government, 2017)	contribute to its well-being. Recent changes introduced in the current version of TAN 20 are as a result of bringing into force provisions contained in the Planning (Wales) Act 2015. The main changes relate to the following matters: <ul style="list-style-type: none"><li>• The link between planning for the Welsh language through land-use planning and community planning;</li><li>• Providing clarification that decision makers may take the language into account where it is material to the application;</li></ul> Allow language impact assessments in certain specified circumstances.
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### Local planning policy

4.5 In terms of the local development plan, the Flintshire LDP (LDP) (2023) is now the adopted plan. We consider that the following policies apply;

- ◆ Policy STR1: Strategic Growth
- ◆ Policy STR2: The Location of Development
- ◆ Policy STR4: Principles of Sustainable Development, Design and Placemaking
- ◆ Policy STR5: Transport and Accessibility
- ◆ Policy STR7: Economic Development, Enterprise and Employment
- ◆ Policy STR8: Employment Land Provision
- ◆ Policy PC1: The Relationship of Development to Settlement Boundaries
- ◆ Policy PC2: General Requirements for Development
- ◆ Policy PC5: Transport and Accessibility
- ◆ Policy PC11: Mostyn Docks
- ◆ Policy PE1: General Employment Land Allocations
- ◆ Policy PE2: Principal Employment Areas (PE2.20 – Mostyn Docks)
- ◆ Policy EN14: Flood Risk
- ◆ Policy EN15: Water Resources
- ◆ Policy EN21: Locations for Waste Management Facilities
- ◆ Policy EN23: Minerals Safeguarding

4.6 Policy PC11 refers specifically to Mostyn Docks and advises that development proposals which enhance the transport and employment role of the docks will be permitted provided that such proposals do not have a significant adverse effect on the ecological, landscape, historic, recreational integrity and water and air quality of the Dee Estuary.

4.7 The explanatory text to the Policy advises that the development of Mostyn Docks offers an opportunity to increase the volume of goods which are moved by sea and rail, thereby reducing the impacts of heavy lorries on the local community. Mostyn Docks is

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also an important source of existing and proposed employment as recognised by the Principal Employment Area designation and employment allocation. New development should therefore seek to enhance the transport and employment role of the docks whilst not harming the Dee Estuary which is important for its wildlife, landscape, historic and recreational interests.

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## 5. Main considerations

- 5.1 This section aims to explain how the proposal meets the objectives of good design as set out in PPW and TAN 12 as well as policies in the Local Development Plan (LDP) and local design guidance. This section will cover the following topics;
- Principle of development
  - Character;
  - Access
  - Movement
  - Environmental Sustainability, and
  - Community Safety

### Principle of development

- 5.2 A full review of how the development complies with national and local policies will be provided in the supporting documents submitted alongside this DAPS, notably policies relating to flood risk are considered in the Flood Consequence Assessment (Wardell Armstrong July 2023) and policies relating to transport are addressed in the Transport Technical Note (Wardell Armstrong July 2023)
- 5.3 The application has however taken into consideration policy issues at design stage. In this case the main policy issue at design stage was considered to be flood risk and the need to maximise economic benefits of the development. Flood mapping shows that central areas of the site are situated in Zone B, which are defined as 'areas known to have flooded in the past, evidenced by sedimentary deposits'. A narrow section of land aligned north-eastwards and following the general footprint of the existing breakwater is also within Zone B. 3.2.3 South-western areas of the site are situated within Zone C1, defined as 'areas of the floodplain which are developed and served by significant infrastructure, including flood defences'. North-eastern areas of the site are situated in Zone C2, defined as 'areas of the floodplain without significant flood defence infrastructure'
- 5.4 In terms of the principle of the development the Justification Test, outlined in Section 6 of TAN15 aims to direct new developments away from Zone C and towards suitable land in Zone A (or otherwise to Zone B), where river and coastal flooding will be less of an issue. All other new developments should only be permitted within zones C1 and

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C2 if determined by the planning authority to be justified in that location if it can be demonstrated that:

- Its location in Zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement; or
- Its location in zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain an existing settlement or region, and,
- It concurs with the aims of PPW and meets the definition of previously developed land; and,
- the potential consequences of a flooding event for the particular type of development have been considered and are found to be acceptable. 3

- 5.5 The proposed development will repurpose the existing port, allowing it to be used for the construction of wind turbine foundations alongside port activities. The proposed development will see the construction of large bases for offshore wind turbines and the proposed development would, therefore, need to be situated on the coastline to allow these structures to be transported off-shore.
- 5.6 The proposed development would also provide key employment opportunities within the area, with up to 1,000 people employed. This would, therefore, be in accordance with the Justification Test.
- 5.7 The proposed site would meet the definition of previously developed land, as outlined in Planning Policy Wales ('land is that which is or was occupied by a permanent structure.... and associated fixed surface infrastructure'). This would, therefore, be in accordance with the Justification Test.
- 5.8 With the potential consequences of flooding events considered and addressed as part of a Flood Consequence Assessment, the remaining elements of the Justification Test will also be met.
- 5.9 When considered alongside the recently adopted LDP it is clear that, the site is of strategic importance in terms of employment development and, in particular, in terms of its link to the offshore energy sector, then the proposal clearly aligns with a local authority employment and regeneration strategy where reinforcement of the sub-regional role of the Port of Mostyn is supported.

### Character

- 5.10 Policy PC2: General Requirements for Development advises that all development should harmonise with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape / townscape; not have a significant adverse impact on the safety and living conditions of nearby residents, other users of nearby land/property, or the community in general, through increased activity, disturbance, noise, dust, vibration, hazard, or the adverse effects of pollution; take account of personal and community safety and security in its design and layout; d. maximise sustainable travel choice by having safe and convenient access by foot, cycle, public transport and vehicles; not have an unacceptable effect on the highway network or highway safety as a result of problems arising from traffic generation, inadequate and poorly located parking spaces, servicing and maneuvering; not result in or be susceptible to problems related to foul and surface water drainage, land stability, contamination, flooding, or pollution of light, air and water, either on or off site.
- 5.11 Consideration should be given to the fact that the site is an existing operational Port with some manufacturing use and assembly and maintenance of offshore windfarm components. The site and its surroundings consists of permanent and mobile or modular offices and workshops, chemical works and heavy plant workshop facilities, materials processing and storage areas, and associated car parking. On this basis it is considered that the site and its surroundings already represents a highly industrialised appearance.
- 5.12 The proposed development comprises a mixed use which will allow manufacture and assembly of offshore wind turbine bases. This use will not be dissimilar to former uses when the site was used for the of storage and assembly and transportation of offshore wind turbines. ten natural gas-fuelled engines which will be housed within specifically designed containers.
- 5.13 Thie DAPS provides indicative details of all proposed modular buildings and structures associated with the proposed development. The buildings will have a typical industrial / commercial appearance, finished in a metal material with a colour to be specified and agreed with the LPA . The welfare units will be typical pre-fabricated building in terms of appearance, similar to those already on the wider site. In terms of hard landscaping, the compound ground surface will comprise of aggregate, similar and be surrounded by industrialised security fencing.

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- 5.14 Given the existing industrial appearance of the site and the surroundings, including the, now redundant Warwick Chemicals site, the development, including the assembled turbine bases are unlikely to appear out of character with the remainder of the area.
- 5.15 The overall appearance of the proposed development is considered to be consistent with industrial appearance of the existing area. Careful consideration has been given to ensure that the proposed development integrates into its surroundings through effective siting of the development, with all buildings sited close the southern boundary of the site, to minimise impact from the more open estuary and coastal path views. use of existing topography and natural surroundings and overall appearance of the proposed units. The site can comfortably accommodate the proposal without appearing cramped or overdeveloped and it is considered that the development complies with the policy objectives of policy PC2.

### Access

- 5.16 The relevant national policies and guidance relating to accessibility are set out within:
- Planning Policy Wales, Edition 11, 2021; and
  - Technical Advice Note 18 'Transport' (2007).
- 5.17 The relevant transport and access planning policies within the adopted LDP are as follows:
- Strategic Policy STR5: Transport and Accessibility
  - Policy PC5: Transport and Accessibility
- 5.18 The development site is located off the A548 between Chester and Prestatyn. The Port and Energy Park is also served by a spur to the national rail network. Due to the nature of the offshore wind turbine business, most freight traffic to the development site will be by sea.
- 5.19 It is considered that access to the site would be predominantly by vehicles, especially during the construction and management phases. However, access to the site can be gained by public transport and by foot, with the nearest bus stop within walking distance of the site on the A548. The site is therefore considered to be suitably accessible by more than one means of travel.
- 5.20 It is considered that the development can provide a safe and suitable access for the site. The existing access has already demonstrated that it can accommodate the large

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articulated vehicles that are likely to be associated with this development. Therefore overall the development is considered to be consistent with the objectives of Policy PC5 Transport and Accessibility.

- 5.21 Managing access to the site for construction workers and in particular minimising use of construction worker cars will help ensure traffic impacts are minimised. Proposals to operate a shuttle bus service between the site and off-site worker accommodation will help ensure that private vehicle trips are practically minimised.

## Movement

- 5.22 Given the nature of the development, it is expected that traffic and general movement to, from and within the site would be at its highest during construction phase. The vehicle traffic generated by the proposed development would likely be limited to the delivery of materials and plant, and construction personnel.
- 5.23 The existing access has already demonstrated suitability to deal with large construction and port related traffic given the historic use of the site. The traffic associated within this development would be lower than that associated with operations during the time the port operated fully as a Ro Ro facility. As such, in this case, it is not considered that any improvement works are required to the existing highway to facilitate the access for the construction or operational vehicles associated with this development.
- 5.24 In terms of movement within the site, again this would be limited mostly to construction and manufacturing workers. The nature of the existing uses on site means that vehicle movement within the site would be expected and would not be out of the ordinary or significant intensification to result in any adverse impact on neighbouring properties/uses.
- 5.25 The developer would be agreeable for a Construction Traffic Management Plan to be conditioned on any approval so further details of traffic management can be provided at a later stage.
- 5.26 Overall, it is considered the development would comply with the objectives of managing transport impacts.



## Environmental sustainability

- 5.27 In terms of environmental sustainability, consideration has been given to the effect of the proposed development on the environment.
- 5.28 The principles of the energy hierarchy, reducing energy demand and maximising the use of renewable energy is an integral part of the proposal. The scheme does not necessarily result in the reduction of energy demand but would contribute towards meeting existing energy demands in the UK to help achieve National Carbon Reduction and Net Zero targets.

## Community safety

- 5.29 The proposed development would be located within an existing port where the public and private areas are clearly defined and segregated. The nature of the development is not expected to pose any significant risks to the general public. Therefore it is not expected that the scheme would have any impact upon community safety. Potential impact from noise or dust will be managed and suppressed as well as controlled through environmental permits.
- 5.30 Given the similarities of the repurposed use to the uses carried out at the port and adjoining industrial sites, it is unlikely to have significant impact to nearby residential properties in terms of general amenity. As such it is not considered that the proposed development will have any detrimental effect on community safety or on the amenity of the residents of the nearest residential properties.

## 6. Conclusion

- 6.1 This Design Access and Planning Statement (DAPS) accompanies draft planning application for full planning permission for the change of use from a port to a mixed use of port and the undertaking of manufacture of concrete gravity bases and steel structures for offshore wind turbines, with associated portable modular office and workshop buildings.
- 6.2 The DAPS has sought to explain how the proposal meets the objectives of good design as set out in PPW and TAN 12 as well as policies in the Local Development Plan (LDP) and local design guidance.
- 6.3 Careful consideration has been given to ensure that the proposed development integrates into its surroundings through effective siting of the development and overall appearance of the proposed modular building and structures. The site can comfortably accommodate the proposal without appearing cramped or overdeveloped and it is considered that the development complies with the National and Local policy objectives.
- 6.4 The Port of Mostyn was the birthplace of offshore wind energy in the UK two decades ago with the first two offshore windfarms, North Hoyle off the coast of North Wales and Robin Rigg in the Solway Firth, built there. Since then the port has been involved in the construction of a further seven offshore windfarm projects.
- 6.5 This proposal is a further evolution of that role within the offshore wind energy sector and would provide key employment opportunities within the area, with up to 1,000 people employed. The site meets the definition of previously developed land, as outlined in Planning Policy Wales and the repurposing of the site will bring significant economic benefits to the immediate locality, Flintshire County and the wider North Wales Region.
- 6.6 The nature of the development is not expected to pose any significant risks to the general public. Therefore is not expected that the scheme would have any impact upon community safety.
- 6.7 The design of the proposal has taken into account policy issues and overall it is considered that the DAPS as submitted is sufficient to support this application.

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