

Public Document Pack



CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

Dr Gwynne Jones
Prif Weithredwr – Chief Executive

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfeydd y Cyngor - Council Offices
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW

Ffôn / tel (01248) 752500
Ffacs / fax (01248) 750839

RHYBUDD O GYFARFOD	NOTICE OF MEETING
PWYLLGOR CYNLLUNIO A GORCHMYNION	PLANNING AND ORDERS COMMITTEE
DYDD MERCHER, 1 GORFFENNAF, 2015 ➔ 1.00 o'r gloch y pryhawn ←	WEDNESDAY, 1 JULY 2015 ➔ 1.00 pm ←
SIAMBR Y CYNGOR, SWYDDFEYDD Y CYNGOR, LLANGEFNI	COUNCIL CHAMBER, COUNCIL OFFICES, LLANGEFNI
Swyddog Pwyllgor	Mrs. Mairwen Hughes 01248 752516 Committee Officer

AELODAU / MEMBERS

Cynghorwyr / Councillors:

Lewis Davies
Ann Griffith (Is-Gadeirydd/Vice-Chair)
John Griffith
K P Hughes
W T Hughes (Cadeirydd/Chair)
Vaughan Hughes
Victor Hughes
Richard Owain Jones
Raymond Jones
Jeffrey M.Evans
Nicola Roberts

Please note that meetings of the Committee are filmed for live and subsequent broadcast on the Council's website. The Authority is a Data Controller under the Data Protection Act and data collected during this webcast will be retained in accordance with the Authority's published policy

A g e n d a

Members are reminded that background papers referred to within committee reports are available for inspection in electronic format on the day of the meeting at the Council Chamber from 12.30 p.m. onwards; alternatively these may be inspected at the Development Management during normal office hours. Documents referred to in reports may also be viewed in full on the electronic application files.

Any additional information to hand following publication of reports will be verbally reported upon to the meeting.

Before a decision notice is released conditions of approval or reasons for refusal given in written reports may be subject to minor amendments to account for typographical errors.

Index

1 APOLOGIES

2 DECLARATION OF INTEREST

3 MINUTES_(Pages 1 - 14)

To submit, for confirmation the minutes of the Planning and Orders Committee held on 3 June, 2015.

4 SITE VISITS

There were no site visits following the last meeting of the Planning and Orders Committee.

5 PUBLIC SPEAKING

6 APPLICATIONS THAT WILL BE DEFERRED_(Pages 15 - 20)

6.1 19C1145 – Harbour View Bungalow, Turkey Shore Road, Holyhead

6.2 25C28C – The Bull Inn, Llanerchymedd

6.3 36C338 – Henblas School, Llangristiolus

7 APPLICATIONS ARISING_(Pages 21 - 26)

7.1 22C224 – Tan y Ffordd Isaf, Llanddona

8 ECONOMIC APPLICATIONS

None to be considered by this meeting.

9 AFFORDABLE HOUSING APPLICATIONS

None to be considered by this meeting.

Please note that meetings of the Committee are filmed for live and subsequent broadcast on the Council's website. The Authority is a Data Controller under the Data Protection Act and data collected during this webcast will be retained in accordance with the Authority's published policy

10 DEPARTURE APPLICATIONS

None to be considered by this meeting.

11 DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS_(Pages 27 - 34)

11.1 13C183B/RUR – Seren Las, Bodedern

12 REMAINDER OF APPLICATIONS_(Pages 35 - 42)

12.1 19LPA37B/CC – Cybi Site, Holyhead High School, Holyhead

13 OTHER MATTERS_(Pages 43 - 44)

13.1 34LPA1015A/CC/SCR – Môn Training, Llangefni

14 ORDERS_(Pages 45 - 70)

14.1 Isle of Anglesey County Council (Traffic Regulation Order) (Various locations Menai Bridge) Order 2015

To submit a report by the Chief Engineer (Traffic & Transport) in relation to the above.

This page is intentionally left blank

PLANNING AND ORDERS COMMITTEE

Minutes of the meeting held on 3 June, 2015

PRESENT:	Councillor W.T. Hughes (Chair) Councillor Ann Griffith (Vice-Chair) Councillors Lewis Davies, Jeff Evans, John Griffith, Kenneth Hughes, Vaughan Hughes, Victor Hughes, Richard Owain Jones, Raymond Jones, Nicola Roberts
IN ATTENDANCE:	Chief Planning Officer (for application 13.1) Lead Case Officer (DPJ) (for application 13.1) Project Management Officer (RJ) (for application 13.1) Development Management Team Leader (NJ) Planning Assistant (OWH) Senior Engineer (Highways) (EDJ) Legal Services Manager Committee Officer (ATH)
APOLOGIES:	None
ALSO PRESENT:	Local Members : Councillors J.Arwel Roberts (application 7.3) Dylan Rees (applications 7.2 & 7.4), Mr Gary Soloman (Burges Salmon) (for application 13.1)

1. APOLOGIES

None received.

2. DECLARATION OF INTEREST

Declarations of interest were made as follows –

Councillor Nicola Roberts declared a personal and prejudicial interest in respect of application 7.2 and a personal but not prejudicial interest in respect of application 7.4 and she remained in the meeting for the discussion on that application.

Councillor Victor Hughes declared a personal and prejudicial interest in respect of application 7.2

Councillor John Griffith declared a personal but not prejudicial interest in respect of application 13.1 and participated in the discussion thereon.

Councillor J.Arwel Roberts although not a Member of the Committee, declared a personal interest in respect of application 13.1.

3. MINUTES

The minutes of the previous meetings of the Planning and Orders Committee held on the following dates were presented and confirmed as correct.

- 13 May, 2015
- 14 May, 2015 (election of Chair/Vice-Chair)

4. SITE VISITS

The minutes of the planning site visits carried out on 20th May, 2015 were presented and confirmed as correct.

5. PUBLIC SPEAKING

The Chair announced that there were public speakers in relation to applications 7.2 and 7.3

6. APPLICATIONS THAT WILL BE DEFERRED

None were considered by this meeting of the Planning and Orders Committee.

7. APPLICATIONS ARISING

7.1 14LAPA1010/CC – Outline application for the erection of a dwelling with all matters reserved on land at Cefn Trefor, Trefor

The application is presented to the Planning and Orders Committee as it has been submitted by the Local Authority and is on Council owned land.

The Development Management Team Leader reported that the application was deferred by the Committee at its 13 May meeting pending the receipt of further information from the applicant regarding the visibility splay from the proposed access. That information has since been provided and confirmed by the Highways Department as acceptable. The application is an outline application for a dwelling in a Policy 50 area; a policy implementation note on a new interpretation of Policy 50 has been issued but following discussion within the Planning Service and the receipt of legal advice, no weight is being given to the implementation note at present so the application is being considered under Policy 50 as it stands. The Officer added that in accepting the visibility splay a Certificate B has been completed and notice subsequently served on the landowner which runs until 18th June, 2014. Should the application be approved therefore, the consent will not be released until the expiration of the notice period and any new matters that may arise as a result will be reported to the Committee.

Councillor Kenneth Hughes proposed that the application be approved and his proposal was seconded by Councillor Lewis Davies.

It was resolved to approve the application in accordance with the Officer's recommendation subject to the conditions listed in the written report.

7.2 16C197A – Full application for the demolition of the existing shed together with the erection of a new dwelling and creation of a new vehicular access on land adjacent to Dridwen, Bryngwran

The application is presented to the Planning and Orders Committee as the applicant is related to a serving councillor as defined in paragraph 4.6.10.2 of the Council's Constitution. The application has been scrutinised by the Monitoring Officer as required under the said paragraph.

Having declared a prejudicial interest in this application, Councillors Victor Hughes and Nicola Roberts withdrew from the meeting during the discussion and determination thereof.

Mrs Beryl Dickinson, an objector to the application was invited by the Chair to address the Committee as a public speaker. Mrs Dickinson said that she was speaking on behalf of the Well Street Committee and the owner of Dridwen and that they were concerned by the proposal for the following reasons :

- Overdevelopment of the site by a building that is out of character in both size and style being a modern town house.
- Severe detriment to the amenities of the residents of neighbouring properties due to the height and siting of the proposed new dwelling being in close proximity to those properties and giving rise to privacy and loss of light issues .
- Unresolved issues regarding a party wall and land ownership.
- Access issues with regard to the private road that is Well Street
- Large discrepancies between the proposal and the recommendations contained in the SPG – Design Guide for the Urban and Rural Environment with regard to separation distances between secondary aspects.

The Committee asked questions of Mrs Beryl Dickinson in clarification of the condition and responsibility for the upkeep of Well Street, and her objective in making enquiries to the Land Registry in relation to the ownership of part of the application site.

Mr Owain Evans spoke in support of the application to the following effect -

- That the initial application on this site was for two, two storey dwellings but, following discussion with the Planning Service it was decided to apply for a bungalow in order to respond to concerns raised by the neighbourhood.
- The plot is located on the road leading from the A5 known as Lon Ffynnon which is a road with a number of architectural themes comprising of houses and buildings of various shapes and styles.
- Some local residents have concerns which are addressed by the Planning Officer in the written reports and these focus on the following -
 - Access to the application site. The applicant has right of access to the original garage and the Highways Department is satisfied with the proposal. There is already a garage (not shed) on site.
 - Sewerage. This will run to the main foul water pipe.
 - The correct notices have been published.
 - The applicant will be working reasonable hours during the construction stage thus minimising any noise disturbance that may occur
 - The Senior Tree and Landscape Officer has assessed the tree on site and does not consider that it is suitable for a preservation order.
 - With regard to overlooking, although the proposal is not fully compliant with the recommendations of the SPG, it is close to being compliant and it must be remembered that the SPG provides guidance only.
 - From Dridwen there is 14m to the rear of the dwelling with a fence in between, and from the property of Mrs Dickinson there is 5.6m at eaves height to the side elevation.

The Committee asked questions of Mr Evans in relation to the ownership of part of the application site which was disputed, and the size of the development which was of concern to local residents and who at the time of the site visit, had placed markings on the road to show the extent of the proposal. Mr Evans confirmed that a copy of the applicant's Land Registry title was submitted to the Planning Department in January, 2015 which shows that the land is presently in the applicant's ownership as indicated by the red line. Legally, and according to the Land Registry deed the disputed piece of land amounting to approximately 4 metres square is owned by the applicant. As regards the size of the development, the Planning Service has been provided with a new plan which responds to those concerns. Mr Evans said he could not account for what the markings show but following the receipt of a letter from Mrs Dickinson on this issue he had checked the original measurements on site and could confirm that they are correct and that the proposal can be accommodated on the intended plot with a further 3m allowance for parking at the side of the proposed dwelling.

The Development Management Team Leader confirmed that the Planning Service had received further plans by the applicant which in terms of the dimensions of the proposal are acceptable. Information in relation to drainage matters has also been received and is acceptable to the Technical Department. With regard to the issues raised in representations made in opposition to the proposal, the Officer confirmed that the Planning Service has received a copy of the Land Registry title and is satisfied as to the land's ownership and that everything is in order as regards certification. The report details the separation distances between the proposal and nearby properties and in clarification, the proposal is for a bungalow, not a modern town house, which is in keeping with its surroundings. It is also intended as part of the application to erect a 2m screening fence around the plot site to ensure privacy. It is the Planning Officer's view that this intention needs to be formalised by a condition on any consent to the effect that the fence is erected before the proposed dwelling is lived in.

Councillor Dylan Rees spoke as a Local Member and reiterated the serious concerns locally and as highlighted by Mrs Beryl Dickinson that the proposal will affect the quality of life of the occupants of nearby properties. He referred to the boundary and party wall disputes which do impact on the application and added that there are further issues that need to be taken into consideration in relation to the safe removal of asbestos in the roof of the shed on site; access to the A5 road and the inadequacy of the visibility splay for traffic joining the trunk road; drainage and soakaway issues; the proposal is out of character with the locality, separation distances do not comply with the recommendations of the SPG and right to light issues. Councillor Rees made

particular reference to a recent review of Policy 50 and a revised interpretation of Policy 50 settlements arising from concerns about the rate of development seen in certain listed settlements. The revised interpretation seeks to impose stricter control over future growth in overdeveloped settlements until the Joint Development Plan is adopted and to take an approach whereby any open market application will be refused in settlements where current growth has exceeded three times the anticipated growth level. Subject to suitable justification, affordable housing to meet an identified local need might be supported. Notwithstanding the revised interpretation came into effect in April, 2015 and the application pre-dates the implementation date, under the provisions of the revised guidance the Committee would have been invited to refuse the application because the anticipated growth for the settlement was for 11 dwellings under the UDP while the actual build has been 35 – a growth level of 318%. The proposal is not an affordable housing application but a property speculation and on that basis and on the grounds of overdevelopment and no local need for it, he asked the Committee to refuse the application.

The Development Management Team Leader responded to the issues raised and said that party wall issues and asbestos removal are subject to their own separate legislation. The Highways Authority is satisfied with the proposal and likewise the Drainage Section finds the proposal acceptable. With regard to the revised Policy 50 implementation note, since the agenda for the meeting was published there have been discussions at Planning Service level and following the receipt of legal advice, the position is that no weight is to be given to the implementation note at present and it will not apply to any of the applications under Policy 50 that form part of this meeting's business. Should the Council wish to implement a new interpretation of Policy 50 there is a formal process to be followed which entails publishing any proposed change and inviting representations thereon prior to deciding whether or not to adopt the revised interpretation.

Councillor Kenneth Hughes proposed that the application be approved because it complies with local and national policies and, having visited the site he believed it would not have a detrimental effect on the amenities of the residents of the neighbouring properties. Councillor Lewis Davies seconded the proposal as he found the application to be an acceptable infill application.

It was resolved to approve the application in accordance with the Officer's recommendation subject to the conditions listed in the written report and as reported at the meeting.

7.3 19C690C – Full application for alterations and extensions at 14 Cae Braenar, Holyhead

The application is presented to the Planning and Orders Committee because it has been called in by a Local Member. A site visit was undertaken on the 20th May, 2015.

Mrs Suzanne Roberts, the occupier of 1 Digney Close, addressed the Committee as a public speaker in opposing the proposal and she highlighted the following concerns –

- 14 Cae Braenar is one of four properties that adjoin the boundary wall at the back of 1 Digney Close's garden all of which are built on higher ground and overlook into the garden to a certain degree.
- The proposed extension represents an un-neighbourly form of development that would have an overbearing impact resulting in a further loss of privacy. It would directly overlook the patio area onto which the doors of one bedroom open out, and where the children play. It would be intrusive and would impact on the family's enjoyment of outdoor life.
- The proposed extension would bring the applicant's property closer to the boundary wall and, with any future addition in the form of a balcony or decking area, will be wholly overbearing resulting in an unacceptable loss of privacy and amenity.
- The proposal if approved will set a precedent for the other neighbouring properties.
- It is noted from the Planning Officer's report that it is the Officer's view that 14 Cae Braenar does not overlook the garden of 1 Digney Close. This is disputed as the windows of 14 Cae Braenar can clearly be seen and the property does overlook the patio and garden of 1 Digney Close.
- The proposed screening wall by its scale, length and height of 10m is unacceptable and raises health and safety concerns.
- The Council has responsibilities under the Human Rights act which states that a person has the right to peaceful enjoyment of all their possessions which includes the home and other land. Article 8 states that a person has substantive right to respect for their private and family life.

The Committee questioned Mrs Roberts on the issue of potential loss of privacy given the proposed extension will only extend about 3 to 4m into the applicant's garden and will be at the same height as the main property, and also given the mitigating impact of the proposed screening. Mrs Roberts reiterated that she was already able to see into the applicant's garden from her property and vice versa and that the extension will bring the applicant's property closer to her property. To counter the loss of privacy the applicant's agent recommends a 10ft screening wall (as opposed to the current 6ft wall) which raises other issues.

Councillor J.Arwel Roberts spoke as a Local Member and he said that normally he would not call in an application for an extension but on this occasion he had seen reason to do so because of the privacy concerns which this application raises which he believed were unacceptable to the family of 1 Digney Close. He referred to the planning history of the site including two applications refused in the last 11 months and an application granted in 1998 which has already extended the property. He also referred to the written report as being ambiguous in terms of how it describes the overlooking issue and said that if the occupants of 1 Digney Close are able to see the windows of the proposed extension then it follows that the reverse is also true. As for screening there is already a 2m high wall in place; to be effective it is proposed that the screening wall be raised to 3m which raises the question of whether it is acceptable to have a surrounding wall on that scale. He asked the Committee to reject the application on grounds of intrusion and loss of privacy.

The Development Management Team Leader acknowledged that the written report might give a misleading impression and that due to land levels, with 14 Cae Braenar being higher than 1 Digney Close, there is overlooking from 14 Cae Braenar into that property and likewise 1 Digney Close will be able to see the windows of the proposed extension. There is an intention to erect screening between the two properties to safeguard privacy. The Human Rights Act applies universally, and includes as well as a right to privacy, an individual's right to develop subject to consent. However, Planning Policy Wales recommends that planning decisions should not be based on the personal interests of one individual against those of another. Two previous applications have been refused because they would have set a precedent within the estate in proposing to raise the roof height of the current building to create an extension. The current proposal is a response to those refusals and seeks to site the extension to the rear of the property. Whilst a proposal for a screening wall forms part of the application, there are concerns as to its proposed height on grounds of health and safety. There will be a condition to require the submission of a scheme detailing the type and nature of the proposed screening to ensure it is safe and that it is effective. There is already a degree of overlooking between the properties as evidenced on the site visit. The recommendation is one of approval.

While some Members of the Committee were in agreement with the views of the Local Member that the proposed extension would infringe the privacy of the occupants of 1 Digney Close to an unacceptable degree meaning they would not be able to enjoy amenities in the same way, the majority thought that the application was acceptable in planning terms and that screening sympathetically and thoughtfully designed, would alleviate any overlooking issues.

Councillor Victor Hughes proposed that the application be approved and his proposal was seconded by Richard Owain Jones. Councillor Jeff Evans proposed that the application be refused and his proposal was seconded by Councillor Raymond Jones. In the subsequent vote the proposal to approve the application was carried.

It was resolved to approve the application in accordance with the Officer's recommendation subject to the conditions listed in the written report.

7.4 34C553A – Outline application for residential development, highway and associated infrastructure at Ty'n Coed, Llangefni

The application was refused by the Committee at its 13th May, 2015 meeting contrary to the Officer's recommendation on the basis that the Committee deemed it to be an overdevelopment in terms of the housing proposed and lack of need; in terms of intrusion into the countryside and also in terms of inadequate infrastructure.

The Development Management Team Leader reported that the application site now comprises 3.9 hectares. Policy HP2 of the stopped UDP advocates development to a maximum density with an average level of 30 units per hectare, and possibly a greater density might be expected in a town such as Llangefni as a larger town and a sustainable area. On 30 hectares the anticipated

housing level would be 117 units and the proposal is for 138 units as an outline application. It is therefore believed that defending a refusal on the grounds of overdevelopment in respect of the extent of the housing proposed is difficult given the nature of the location and also given the need for housing as corroborated by the Policy Section as part of the 5 year land supply requirements. With reference to intrusion, the location of the application site attached to the existing settlement means that a refusal on the basis of intrusion could not be sustained at appeal; and with reference to infrastructure, it was reported at the previous meeting that a contribution towards infrastructure will form part of a Section 106 Agreement to enable the application to proceed.

The Officer informed the Committee that the applicant's agent has indicated that in the event of the Committee's affirming its previous refusal, an appeal is likely to be lodged and an application for costs will be made against the Council if it is not able to present at appeal, compelling planning reasons for refusing the application. The applicant's agent estimates that costs could be in the region of £50k. In conclusion, the application conforms to the interim policy on large sites on the edge of existing settlements to ensure sufficient housing provision in line with the 5 year land supply requirements and it is located in a sustainable area. The recommendation is strongly to approve the application.

Councillor Dylan Rees speaking as a Local Member said that while he acknowledged the need for housing in Llangefni, the proposal is excessive and it is inappropriate to site so many housing units in one area. He remained of the view that the infrastructure is inadequate to be able to cope with the scale of the development in this area. He asked the Committee to adhere to its previous decision of refusal. Councillor Nicola Roberts as a Local Member agreed with those views and she referred to Policy A3 and the factors therein which proposals for new housing developments are meant to take account of which she read out. She said that she did not believe adequate consideration had been given to some of those factors particularly those in relation to availability of services, availability of social and community facilities and accessibility to employment, and she pointed out that there are pressures already on schools and GP practices in the locality.

Several Members objected to the reference made to the potential costs which the Council might incur in the event of its losing an appeal, and especially to the specific quantification of costs as putting pressure on the Committee. It was pointed out that the reasons put forward for rejecting the application were recognised in the report as capable of being genuine and material planning reasons. The Planning Officer said that an applicant does have a statutory right to appeal a decision and that the applicant in this case is putting that possibility to the Committee which is material to the Committee's deliberations. The report is clear regarding the Officer's standpoint for recommending approval and the advice is that it would be difficult to support a refusal at appeal.

Those Members of the Committee who favoured the application cited the need for housing in Llangefni and the contribution the development will make to the local economy; the proposal will ease development pressures on the surrounding villages and it will provide affordable housing units and will help sustain services in Llangefni. However it was suggested that a phased development would be preferable and would alleviate the impact. A suggestion was also made regarding splitting the development into three parts and reference was made to the need to ensure the affordable housing provision is well integrated within the development and is not treated as a separate element. The Planning Officer referred the Committee to condition (16) which stipulates that the development shall be in accordance with a phased scheme. She referred also to Planning Policy Wales which states that affordable housing provision should not be located in one part of a development scheme and open market provision in a separate part and that a "pepperpotting" approach should be taken.

The Legal Services Manager advised that a condition with regard to phased development also deals with the open market element as in the event of the properties being sold at a faster rate the developer has the right to come back to change the condition and to change the scheme for the phase which the condition covered. He added that although the reasons given for refusing the application are planning reasons, it is the Officer's view that they would not be able to withstand close scrutiny because of the policy context. Should the Committee wish to stand by its decision from the previous meeting to refuse the application for the reasons given at that time then Officers would find it difficult to give evidence at appeal to defend those reasons. He advised the Committee to give careful consideration to whether it is satisfied that the case for each reason for refusal is robust enough to withstand an appeal. His advice to the Committee was to accept the recommendation of approval.

Councillor Kenneth Hughes proposed that the application be approved in accordance with the Officer's recommendation and his proposal was seconded by Councillor Richard Owain Jones. Councillor Lewis Davies proposed that the application be refused and his proposal was seconded by Councillor Ann Griffith who wished it to be noted that she too was unhappy about the reference to specific costs against the Council.

In the subsequent vote, Councillors Kenneth Hughes, Vaughan Hughes, Victor Hughes, Raymond Jones, Richard Owain Jones and W.T.Hughes voted to approve the application in line with the Officer's recommendation. Councillor Lewis Davies, Jeff Evans, Ann Griffith and Nicola Roberts voted to refuse the application. Councillor John Griffith abstained from voting. The vote to approve the application was therefore carried.

It was resolved to approve the application in accordance with the Officer's recommendation subject to the conditions listed in the written report.

7.5 34LPA1009/CC – Outline application for the erection of a dwelling with all matters reserved on land near Saith Aelwyd, Rhosmeirch

The application is presented to the Planning and Orders Committee because the land is owned by the Council.

The Planning Development Team Leader reported that the determination of the application was deferred at the Committee's May meeting due to concerns regarding the size of the proposed dwelling. The Council's Property Section has now confirmed that the height of the dwelling has been reduced from 8.4 to 7.4 metres which is lower than that of the neighbouring property which is under construction. She said that the proposal complies with Policy 50 and confirmed that no weight is being given to the Policy 50 implementation note in this case. The application in any case pre-dates the implementation note. The Officer highlighted an amendment to the planning conditions to the effect that the reference to scale in condition (01) be deleted and, in light of the discussions about the scale of the proposal, a specific condition stipulating the scale of the building be added to the list of conditions. The recommendation is to approve the application.

Councillor Lewis Davies said that he had concerns regarding the proposal on the basis that the village of Rhosmeirch is being extended and its character adversely affected by large scale dwellings and that he was worried the Council is creating the wrong impression that it is selling land to this end. Councillor Victor Hughes believed that the proposal intrudes into an open field thus potentially opening up the enclosure to further development. He referred to a similar proposal in Llangristiolus which was rejected on appeal because it was deemed to intrude into open countryside. He proposed that the application be refused contrary to the Officer's recommendation. His proposal was seconded by Councillor Nicola Roberts.

Councillor Richard Owain Jones proposed that the application be approved in accordance with the Officer's recommendation and his proposal was seconded by Councillor Kenneth Hughes.

In the subsequent vote Councillors Jeff Evans, Kenneth Hughes, Vaughan Hughes and Richard Owain Jones voted to approve the application; Councillors Lewis Davies, John Griffith, Victor Hughes and Nicola Roberts voted to refuse the proposal. Councillor Raymond Jones abstained from voting. The proposal to approve the application was carried on the casting vote of the Chair. (Councillor Ann Griffith having already left the meeting).

It was resolved to approve the application in accordance with the Officer's recommendations subject to the conditions listed in the written report and the amendment thereto reported at the meeting.

7.6 33C338 – Outline application for the erection of a dwelling with all matters reserved on land opposite to Ysgol Henblas, Llangristiolus

The application is presented to the Planning and Orders Committee because the applicant works within the Council's Planning and Public Protection Department. The application has been scrutinised by the Monitoring Officer as required under paragraph 4.6.10.4 of the Council's Constitution.

The Planning Development Team Leader reported that the application is now being recommended for a deferral on the grounds that a recent proposal within a short distance of the

application site was refused and the outcome of an appeal is awaited based on the interpretation of Policy 50.

Councillor Richard Owain Jones proposed that consideration of the application be deferred and his proposal was seconded by Councillor Vaughan Hughes.

It was resolved to defer consideration of the application in accordance with the Officer's recommendation for the reason given.

8. ECONOMIC APPLICATIONS

None were considered by this meeting of the Planning and Orders Committee.

9. AFFORDABLE HOUSING APPLICATIONS

None were considered by the meeting of the Planning and Orders Committee.

10. DEPARTURE APPLICATIONS

None were considered by this meeting of the Planning and Orders Committee.

11. DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS

11.1 22C224 – Outline application for the erection of a dwelling together with full details of the access on land adjacent to Tan y Ffordd Isaf, Llanddona

The application is presented to the Planning and Orders Committee because the applicant is related to a member of staff within the Council's Planning and Public Protection Department. The application has been scrutinised by the Monitoring Officer as required under paragraph 4.6.10.4 of the Council's Constitution.

The Planning Development Team Leader reported that the recommendation in the Officer's written report to refuse the application is made on the basis of the Policy 50 implementation note and, given that no weight is currently being given to the implementation note, the recommendation is now to defer consideration of the application to reconsider the application in light of Policy 50.

It was resolved to defer consideration of the application in accordance with the Officer's recommendation for the reason given.

11.2 4583C/DEL – Application under Section 73 for the removal of condition (05) (workshop shall be used for the benefit of Mr T.W.Owen and when no longer required by him shall be used for the purpose of agriculture) from planning permission reference 45C83A (erection of a workshop) at Trewen, Penlon, Newborough

The application is presented to the Planning and Orders Committee as the applicant is related to a relevant officer. The application has been scrutinised by the Monitoring Officer.

The Planning Development Team Leader reported that the original consent dates back to 1989 and followed a similar application for a workshop that was refused on account of its potential effects on amenities. In granting consent to the application in 1989 a planning condition was placed thereon restricting the use of the workshop to Mr T.W.Owen, and the applicant was also required to enter into a section 52 agreement that should the shed no longer be required by him or by his son (the latter stipulation being at variance with the wording of the planning condition), it would revert to agricultural use in association with the 6.5. acre holding. Two letters of objection to the deletion of the personal condition have been received and these are on the basis of concerns regarding the potential intensification of use at the site. The Officer said that there is already a noise limiting condition on the consent and that will remain effective. The recommendation is to approve the application.

Councillor Kenneth Hughes proposed that the application be approved and his proposal was seconded by Councillor Lewis Davies.

It was resolved to approve the application in accordance with the Officer's recommendation subject to the conditions listed in the written report.

*The Legal Services Manager advised at this juncture that as the Committee had now been in session for three hours (application 13.1 having been brought forward for consideration earlier in the Committee's order of business), under the provisions of paragraph 4.1.10 of the Council's Constitution, a resolution was required by the majority of those Members of the Committee present to agree to continue with the meeting. **It was resolved that the meeting should continue.***

12. REMAINDER OF APPLICATIONS

12.1 19C1145 – Full application for the erection of an annexe at Harbour View Bungalow, Turkey Shore Road, Holyhead

The application is presented to the Planning and Orders Committee as it has been called in by a Local Member.

The Planning Development Team Leader reported that the recommendation is now to defer consideration of the application pending the receipt of Certificate B on the road.

It was resolved to defer consideration of the application in accordance with the Officer's recommendation for the reason given.

12.2 20C289A/DEL – Application under Section 73 for the removal of condition (03) (temporary permission) from planning reference 20C289 (Installation of a "Time and Tide" Bell) at Foreshore, adjacent to harbour, Cemaes

The application is presented to the Planning and Orders Committee as it is on land owned by the Council which is rented by Crown Estates.

The Planning Development Team Leader reported that the Time and Tide Bell was installed in April, 2014 in its approved location and no adverse comments from neighbours have since been received. The Environmental Health Officer has been consulted and has confirmed that he has no observations to make on the application.

Councillor Richard Owain Jones proposed that the application be approved and his proposal was seconded by Councillor Kenneth Hughes

It was resolved to approve the application in accordance with the Officer's recommendation.

12.3 25C28C – Full application for the demolition of the existing public house and associated buildings at The Bull Inn, Llanerchymedd

The application is presented to the Planning and Orders Committee as it has been called in by a Local Member.

The Planning Development Team Leader reported that the application was received originally as prior notification of the intention to demolish the existing public house and associated buildings in order to check whether the Council requires prior approval of the method and details of demolition. It is this requirement which is the subject of consideration. The Officer said that the proposed demolition has generated a great deal of concern locally because the building is considered to be of historic significance to the locality. Information has been received regarding the method of demolition and the subsequent restoration of the site to which the occupant of the neighbouring property has objected on account of party wall concerns. In terms of the proposed method of demolition and site restoration, the recommendation is to approve the application.

Councillor John Griffith spoke in his capacity as a Local Member and clarified that comments about the "town already dying" attributed to him by the written report at section 3 had not in fact been made by him, and that he believed the opposite to be true - that the village with its conscientious community council, its bright and confident primary school and its host of industrious and busy organisations is an excellent model for other communities on how to flourish and progress for the betterment of the community. In calling in the application he referred to the following:

- Strong opposition locally to the proposal including from the community council.

- The long history of the building which is considered locally as an important and integral part of the village's history and heritage which aspects are reflected in some of the letters of objection extracts from two of which Councillor Griffith read out.
- The omission from the written report of any reference to the building's historical significance which would have been brought to the Planning Service's attention by one of the letters of objection at the time of the original application in January, 2015.
- That Section 3 of the Conservation Areas Act 1990 gives local planning authority the power to serve building preservation notices in respect of buildings of special architectural or historical interest and in danger of demolition or alteration as to affect their character as buildings of such interest. Under the same legislation it is also possible to apply to CADW for spot listing for buildings under imminent threat of alteration or demolition.
- That the Planning Service has not had any regard for the building as a special building to be protected and while the Council cannot now make an application for spot listing as the 28 days notice period has expired, the Community Council is investigating what steps need to be taken in order to do so.
- The need for the Planning Service to consult with the Council's Conservation officer in respect of the building, and to consider the benefit of making inquiries with CADW or investigating any other avenue to safeguard the building.
- Obligations arising from party wall legislation. Details provided by the applicant do not explain how the shared roof and party wall with the adjacent property will be dealt with in terms of remedial works, or reinstatement thereof.
- The need to undertake a bat survey
- Clarification of what will replace The Bull at that location.

Councillor John Griffith asked the Committee to consider deferring determination of the application to allow consultation to take place with the Council's Conservation Officer and with CADW on possible preservation options and also to allow time for the Community Council to complete its own inquiries with CADW.

The Planning Development Team Leader said that it is the method rather than the principle of demolition that is under consideration and that any proposal to develop the site is a matter for a future application. With regard to the reference made to legislation in respect of listed buildings in a conservation area, that provision applies to existing listed buildings rather than to ordinary buildings; if The Bull was a listed building, the application for demolition would be considered under different terms as an application to demolish a listed building. It is possible under the legislation for the Council to serve a notice of protection on the building and at the same time, to apply to CADW for listed building registration. The notice would be in force for six months during which time CADW would be expected to confirm listed building status and the application would then be dealt with as a listed building application. Should CADW determine that the building does not meet the necessary criteria for listed building status then the applicant could seek compensation from the Council for any losses incurred from not being able to carry out development works. Initial discussion with the Conservation Officer indicates that the Officer believes The Bull to be a Victorian building which has undergone numerous alterations since. Issuing a Building Preservation Notice would require research into the building's history prior to submitting a report to full Council for approval to issue the notice which is a process that is likely to take some time to complete giving rise in turn to the risk that an appeal for non-determination may be lodged in the meantime. Party wall concerns are a legal matter under separate legislation.

There was a general consensus within the Committee that efforts should be made to retain The Bull as a building of local historical interest and avenues to that end be explored. Councillor Kenneth Hughes proposed that determination of the application be deferred and his proposal was seconded by Councillor Vaughan Hughes.

It was resolved to defer determination of the application in order for the Council to obtain the comments of the Conservation Officer on The Bull Inn, Llanerchymedd (*Councillor John Griffith did not vote on the application*)

12.4 36LAP827B/CC – Full application for the erection of an agricultural shed at Bodhenlli, Cerrigceinwen

The application is presented to the Planning and Orders Committee because the site lies within Council owned land.

Councillor Victor Hughes proposed that the application be approved and his proposal was seconded by Councillor Lewis Davies.

It was resolved to approve the application in accordance with the Officer's recommendation subject to the conditions listed in the written report.

13. OTHER MATTERS

13.1 46C427K/TR/EIA/ECON – A hybrid planning application proposing: Outline with all matters reserved except for means of access, for: A leisure village at Penrhos Coastal Park, London Road, Holyhead comprising of up to 500 new leisure units including new lodges and cottages; central new hub building comprising reception with leisure facilities including indoor sub-tropical water park, indoor sports hall, and cafes, bars, restaurants and retail; central new Farmer's Market building; central new spa and leisure building; a new cafe and water sports centre at the site of the former Boathouse; demolition of the Bathing House and the construction of a restaurant at its former location; demolition of other existing buildings including three agricultural barns and three residential dwellings; providing and maintaining 29 hectares of publicly accessible areas with public car parking and enhancements to the Coastal Path, including: managed walkways within 15 hectares of woodland, the retention and enhancement of Grace's Pond, Lily Pond, Scout's Pond with viewing platforms, the Pet Cemetery, War Memorial, the Pump House and picnic area with bird feeding stations and hides with educational and bilingual interpretation signage created throughout; creation of a new woodland sculpture trail and boardwalks and enhanced connection to the Coastal Path; the beach will continue to be accessible to the public providing safe access to the shallow shelving water; A combined Heat and Power Centre.

Land at Cae Glas: The erection of a leisure village accommodation and facilities which have been designed to be used initially as a temporary construction workers' accommodation complex for Wylfa B at land at Cae Glas, Parc Cybi, Holyhead comprising: up to 315 lodges which will be initially sub-divided for nuclear workers' accommodation; Central hub building providing reception and canteen ancillary to accommodation; a Park and Ride facility comprising up to 700 car parking spaces; a new hotel, a lakeside hub comprising restaurant, cafe, retail and bar; new grass football pitch and cricket pitch and a combined Heat and Power Centre. To be subsequently converted (post Wylfa B construction) into an extension to the Penrhos Coastal Park Leisure Village comprising: refurbished lodges and facility buildings to create high quality holiday accommodation (up to 315 family lodges); a Visitor Centre and Nature Reserve allowing controlled public access, and Heritage Centre with visitor parking.

Land at Kingsland: The erection of a residential development which has been designed to be used initially as temporary construction workers' accommodation at land at Kingsland, Kingsland Road, Holyhead comprising: up to 320 new houses to be initially used as temporary construction workers' accommodation. To be subsequently converted (post Wylfa B construction) into a residential development comprising: up to 320 residential dwellings set in high quality landscaping and open spaces:

Each phase of the development will have ancillary development comprising car parking, servicing areas, open spaces and plant. Full details for the change of use of the existing Estate buildings at Penrhos Coastal Path, London Road, Holyhead including the change of use for: The Bailiffs Tower and outbuildings at Penrhos Home Farm from a cricket clubhouse to a visitors' centre, restaurant, cafe, bars and retail; Home Farm Barn and Cart Buildings from farm buildings to cycle and sports hire centre; the Tower from residential to a Manager's accommodation and ancillary office; and Beddmanarch House from residential to a visitors' centre.

The report of the Head of Planning Service setting out the principal terms of the section 106 Agreement vis a vis the approved Heads of Terms along with the proposed planning conditions was presented. The report also provided an update with regard to changes in planning policy and further environmental information received since the application was approved in November, 2013.

The Chief Planning Officer reported on the general position and the work undertaken since the application was approved in November, 2013; he referred to extensive discussions with Natural Resources Wales and to correspondence by that body as appended to the report setting out its position with regard to specific matters of relevance to it.

Mr Gary Soloman, Burges Salmon proceeded to advise the Committee on the stage reached with regard to each of the 32 Heads of Terms in relation to the commitment made or the status of negotiations and, where a specific monetary contribution had been determined or agreed in principle (based on current values but indexed to future values on the basis of indices to be confirmed) to meet the additional demand/obligations, he notified the Committee of the sum as shown below. He also drew the Committee's attention to Regulation 123 of Community Infrastructure Levy Regulations 2010 which from April, 2015 has introduced a new control referred to as a "pooling restriction" the upshot of which is explained in the report.

- Education - £1.5m
- Medical Care – an agreed sum of between £530k and £600k.
- Leisure – A capital contribution of over £1m and annual maintenance contribution of £300k per annum towards existing sports facilities (this in the event that the proposed sports centre provision at Cae Glas does not go ahead)
- Swimming – A capital contribution of £560k and annual maintenance of £165k per annum in principle for the nuclear worker operational phase and a capital contribution of £60k and annual maintenance of £17k for the construction phase
- Library- £400K to relocate existing library facilities
- Local Employment – 5% apprenticeships through the construction worker phase. Target of 35% local labour during the construction phase and 80% local labour during the operational phase. £67.5k towards funding a facilitating officer for 18 months.
- Conversion of nuclear worker accommodation to legacy uses - £25k payment per unit for refurbishment equating to a sum of approximately £16m
- Welsh language communications - £60k per annum for 10 years for the nuclear worker phase and £10k per annum for 5 years for the tourism stage
- Tourism obligations – £100k for tourism infrastructure; £75k for marketing and promotion ; £715k for impact, mitigation and monitoring and £50k for a tourism officer for a 12 month period .

The Lead Planning Case Officer referred to the current draft of the planning conditions as at Appendix 1 to the report; further environmental information received from the applicant as per Appendix 2 to the report and an assessment of the changes in planning policy since the resolution to grant planning permission in November, 2013 as at Appendix 3 to the report. The Officer confirmed that it is the Head of Planning Service's view that neither the information in Appendix 2 nor Appendix 3 materially affect or change the previous recommendation/ resolution made.

The following were areas regarding which the Committee sought further clarification and/or made additional comments to which the Officers responded by providing further information and/or explanation regarding the agreement reached –

- The definition of "local" in relation to local labour;
- The extent if any, to which Land and Lakes will be supporting Coleg Menai in relation to apprenticeships;
- That under Obligation (27) - Welsh language communications, the reference in the third column should read "there will be obligations in relation to Welsh language *only* road names."
- That Welsh language signage should have precedence.
- The omission of any reference to a financial contribution to Welsh Water given the significant pressure that will be placed on the public sewerage system.

- The omission of a specific head of terms for the cost of addressing any leakage to the Inland sea and the position reached with regard to addressing this matter.
- Whether the £530k negotiated for medical care is considered sufficient and the extent of the engagement with BCUHB on this and other health related matters.
- Whether £1.5m is considered a sufficient contribution to additional demands on education.
- The need to reconsider the agreement reached with regard to Child Social Services obligation where problems are likely to extend beyond the 5 year term for which it has been agreed a child social worker will be funded.
- The need for robust safeguards where one part of the development is linked to/or dependent on another in terms of what will proceed and a clear understanding of what the triggers will be.
- The need for improved communication mechanisms for keeping the public informed especially in relation to areas where there are multi-agency discussions so that the public can be assured that the developer is not working in isolation and that other public bodies are involved and are having an input into issues as necessary.
- The need to provide sufficient notice of when update information such as the report is to become available.

It was clarified by the Lead Case Officer that Welsh Water had confirmed that they were content for the development to be approved subject to a planning condition which may require that the developer upgrades the sewerage system as required.

The Committee noted the information presented and requested that a report be brought back to Committee when all the terms of the section 106 agreement and conditions have been finalised.

Councillor Kenneth Hughes proposed that the recommendations of the report be approved with the proviso above and his proposal was seconded by Councillor Vaughan Hughes.

It was resolved –

- **To note the obligations which will be secured under an agreement under section 106 of the Town and Country Planning Act 1990 which are in line with the Heads of Terms authorised by the Committee on 6th November, 2013.**
- **To note the position in relation to planning policy and the further environmental information including consultation and other responses, which have been received as outlined in the written report.**
- **In light of the above, to endorse the previous resolution and to authorise the Head of Planning Service to finalise the terms of the section 106 agreement and conditions.**
- **That a report be brought back to the Committee once the terms of the section 106 agreement and conditions have been finalised ahead of completing the legal agreement and issuing the planning permission.**

**Councillor W.T.Hughes
Chair**

This page is intentionally left blank

6.1

Gweddill y Ceisiadau

Remainder Applications

Rhif y Cais: 19C1145 Application Number

Ymgeisydd Applicant

Mr Trevor Baker

Cais llawn ar gyfer codi anecs yn / Full application for the erection of an annexe at

Harbour View Bungalow, Turkey Shore Road, Holyhead



Planning Committee: 01/07/2015

Report of Head of Planning Service (OWH)

Recommendation:

Defer

Reason for Reporting to Committee:

At its meeting that was held on the 3rd June, 2015 the Planning and Orders Committee resolved to defer the determining of the application in order to await a confirmation regarding the ownership of the access road to the dwelling.

At this time, no confirmation has been received at this department in terms of the ownership of the access road and it is recommended that the application is deferred until confirmation has been received.

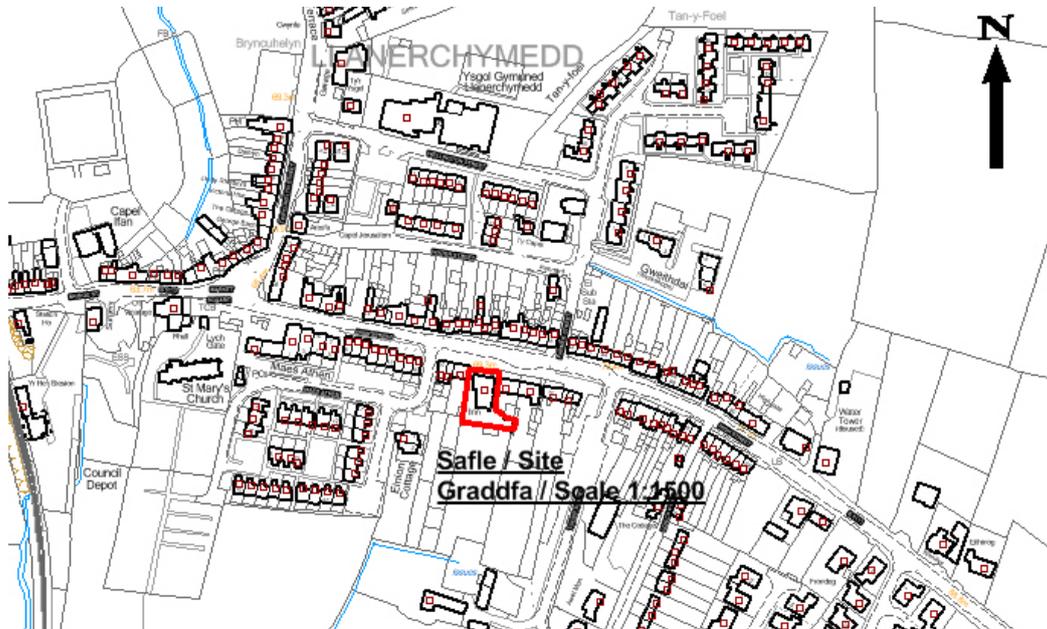
Rhif y Cais: **25C28C** Application Number

Ymgeisydd Applicant

Tony Doggett

Cais llawn i ddyrchwyl y ty tafarn presennol ynghyd a'r adeiladau cysylltiedig yn / Full application for the demolition of existing public house and associated buildings at

The Bull Inn, Llanerchymedd



Planning Committee: 01/07/2015

Report of Head of Planning Service (MTD)

Recommendation:

Defer

To allow for the full historic value of the building to be investigated as requested by members at the last committee meeting

Rhif y Cais: **36C338** Application Number

Ymgeisydd Applicant

Mr. Steven W. Owen

**Cais amlinellol ar gyfer codi annedd gyda'r holl faterion wedi'u cadw'n ôl ar dir gyferbyn a /
Outline application for the erection of a dwelling with all matters reserved on land opposite to**

Ysgol Henblas, Llangristiolus



Planning Committee: 01/07/2015

Report of Head of Planning Service (SCR)

Recommendation:

Defer

Reason for Reporting to Committee:

At its meeting that was held on the 3rd June, 2015 the Planning and Orders Committee resolved to defer the determining of the application in order to await the Planning Inspectorates decision on a nearby appeal (planning application reference 36C336 – erection of a dwelling on land adjacent to Ffordd Meillion, Llangristiolus), as the appeal raises issues in terms of the implementation of Policy 50 in the settlement of Llangristiolus.

A site visit will be undertaken by the Planning Inspector on the 6th July, 2015 and therefore it is anticipated that the application will be referred to the 29th July or 2nd September, 2015 Planning and Orders Committee for determination.

7.1

Gweddill y Ceisiadau

Remainder Applications

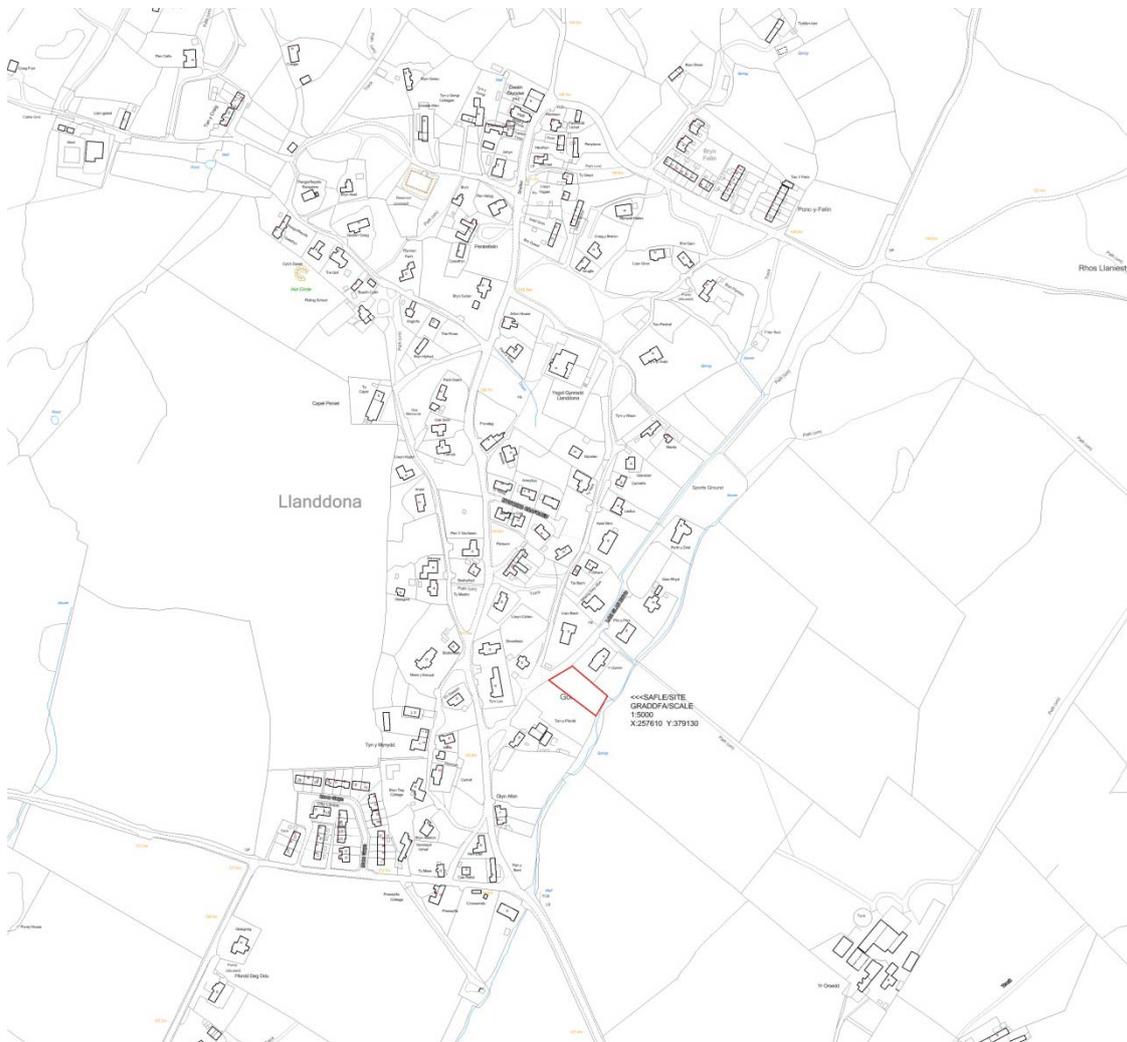
Rhif y Cais: **22C224** Application Number

Ymgeisydd Applicant

Mrs Grace Fisher

**Cais amlinellol ar gyfer codi annedd yn cynnwys manylion llawn am y fynedfa ar dir ger/
Outline application for the erection of a dwelling together with full details of the access on land
adjacent**

Tan y Ffordd Isaf, Llanddona



Planning Committee: 01/07/2015

Report of Head of Planning Service (GJ)

Recommendation:

Permit

Reason for Reporting to Committee:

The application is being presented to the Planning Committee as the applicant is related to a member of staff within the Planning and Public Protection Department of the County Council.

The application has been scrutinised by the Monitoring Officer as required under paragraph 4.6.10.4 of the Constitution.

1. Proposal and Site

The proposal is for Outline planning for the erection of a dwelling with full details of access reserved on land adjacent Tan y Ffordd Isaf, Llanddona.

2. Key Issue(s)

The key issue is whether the proposal complies with current policies and whether the proposal will affect the amenities of the surrounding properties.

3. Main Policies

Ynys Mon Local Plan

Policy 1 – General Policy

Policy 42 – Design

Policy 48 – Housing Development Criteria

Policy 50 – Listed Settlement

Gwynedd Structure Plan

Policy D4 – Location, Siting and Design

Policy D29 - Design

Stopped Unitary Development Plan

Policy GP1 – Development Control Guidance

Policy GP2 – Design

Policy HP4 – Villages

4. Response to Consultation and Publicity

Community Council – Comments were received from the Community Council that the proposed dwelling is located adjacent to another property and is orientated different to other properties.

Local Member (Cllr Lewis Davies) –

No response at the time of writing the report

Local Member (Cllr Alwyn Rowlands) – No response at the time of writing the report

Local Member (Cllr Carwyn Jones) – No response at the time of writing the report

Highways Authority – Conditional Approval

Drainage Section – Standard Comments, the drainage section has confirmed that design details for the soakaway should be received. At the time of writing the report this information had not been received.

Welsh Water – No response at the time of writing the report

Natural Resources Wales – Standard Advice

The proposal was advertised through the posting of a notice on site together with the distribution of personal letters of notification to the occupiers of neighbouring properties. The latest date for the receipt of representations was the 28th May, 2015. At the time of writing the report 1 letter had been received objecting to the proposal.

The main reasons for objection as follows:-

- The dwelling would be too close to existing properties
- Overlooking/loss of privacy
- Decrease in value of property if the application is approved.

In response to the objections raised:-

- This is an outline application with all matters reserved apart from the access. If the application is approved the design of the dwelling will be dealt with at the reserved matters stage.
- Overlooking/loss of privacy, this will be taken into account when considering the reserved matters application. A condition will be placed on the approval that no openings shall be placed on the North Elevation to eliminate any overlooking.
- Decrease in value of property is not a planning consideration

5. Relevant Planning History

None

6. Main Planning Considerations

Affect on amenities of surrounding properties –

The proposal will not harm the amenities of the occupants of neighbouring properties.

Policy - Llanddona is identified as a Listed Settlement under Policy 50 of the Ynys Mon Local Plan and as a village under Policy HP4 of the stopped Unitary Development Plan.

Single plot applications within or on the edge of a settlement are considered acceptable under Policy 50 of the Ynys Mon Local Plan.

Policy HP4 of the Stopped Unitary Development Plan states that residential development within the village boundary will be permitted subject to the listed criteria.

7. Conclusion

The current position in Llanddona is that the settlement has exceeded 3 times the anticipated growth level, however it is not considered that the application can be refused on this reason alone and it would be difficult to justify. It is therefore considered that the application complies with the criteria of Policy 50 of the Ynys Mon Local Plan and Policy HP4 of the Stopped Unitary Development Plan.

8. Recommendation

Permit

In addition the Head of Service be authorised to add to, remove or amend any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/ development.

(01) The approval of the Council shall be obtained before any development is commenced to the following reserved matters viz. the layout, scale, appearance of the building, means of access thereto and the landscaping of the site.

Reason: To comply with the requirements of the Town and Country Planning Act 1990.

(02) Application for approval of the reserved matters hereinbefore referred to shall be made not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with the requirements of the Town and Country Planning Act 1990.

(03) The development to which this permission relates shall be begun not later than whichever is the later of the following dates namely: - (a) the expiration of five years from the date of this permission or (b) the expiration of two years from the final approval of the said reserved matters or in the case of approval on different dates the final approval of the last such matter to be approved.

Reason: To comply with the requirements of the Town and Country Planning Act 1990.

(04) Natural slates of uniform colour shall be used as the roofing material of the proposed building(s).

Reason: To ensure that the development is in the interests of amenity

(05) The access shall be laid out and constructed strictly in accordance with the enclosed plan HMTPA FIG 2 before the use hereby permitted is commenced and thereafter shall be retained and kept free from permanent obstruction and used only for access purposes.

Reason: To comply with the requirements of the Highway Authority in the interests of road safety.

(06) The access shall be constructed with its gradient not exceeding 1 in 20 for the first 5 metres back from the nearside edge of the adjoining carriageway.

Reason: To comply with the requirements of the Highway Authority in the interests of road safety.

(07) The access shall be constructed with 2.4 metre by 43 metre splays on either side. Within the vision splay lines nothing exceeding 1 metre in height above the level of the adjoining carriageway shall be permitted at any time.

Reason: To comply with the requirements of the Highway Authority in the interests of road safety.

(08) The access shall be completed with a bitumen surface or other suitable surfacing material as may be agreed in writing beforehand with the Local Planning Authority for the first 5 metres from the nearside edge of the Highway.

Reason: To comply with the requirements of the Highway Authority in the interests of road safety.

(09) No surface water from within the curtilage of the site to discharge onto the county Highway. No development shall commence until full design details for the drainage of the site have been submitted to and approved by the Local Planning Authority. No dwelling shall be occupied until the approved scheme has been implemented in full and to the written satisfaction of the Local Planning Authority.

Reason: To comply with the requirements of the Highway Authority in the interests of road safety.

(10) The car parking accommodation shall be completed in full accordance with the details as submitted before the use hereby permitted is commenced and thereafter retained solely for those purposes.

Reason: To comply with the requirements of the Highway Authority in the interests of road safety.

(11) Full details of all fencing, walling or other means of enclosure or demarcation shall be submitted to and approved in writing by the local planning authority before any work on the site is commenced.

Reason: To ensure that the development is in the interests of amenity.

(12) The building proposed to be erected on the site shall be single storey.

Reason: To ensure that the development is in the interests of amenity.

(13) No openings shall be placed in the North East elevation.

Reason: To protect the amenities of nearby residential occupiers

(14) The development permitted by this consent shall be carried out strictly in accordance with the plan(s) submitted on the 29/04/2015 under planning application reference 22C224.

Reason: For the avoidance of doubt.

9. Other Relevant Policies

Technical Advice Note 12 – Design

SPG – Urban and Rural Environment

Planning Policy Wales 7th Edition

This page is intentionally left blank

11.1

Gweddill y Ceisiadau

Remainder Applications

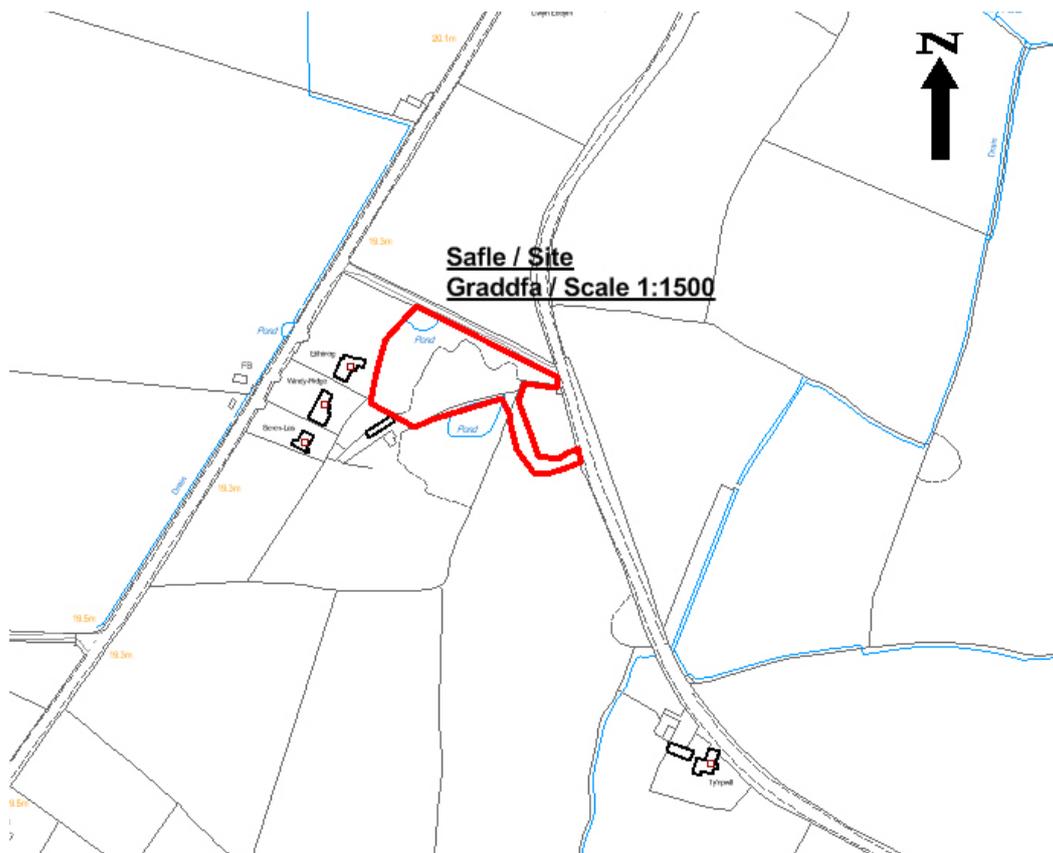
Rhif y Cais: **13C183B/RUR** Application Number

Ymgeisydd Applicant

Mrs Elin Rowlands

Cais llawn ar gyfer codi annedd mentrau gwledig, gosod system trin carthffosiaeth ynghyd a chreu mynedfa i gerbydau ar dir ger / Full application for the erection of a rural enterprise dwelling, installation of a package treatment plant together with the construction of a vehicular access on land adjacent to

Seren Las, Bodedern



Planning Committee: 01/07/2015

Report of Head of Planning Service (NJ)

Recommendation:

Refuse

Reason for Reporting to Committee:

The application is reported to the committee as the applicant is related to a relevant staff member as set out in the Council's Constitution. The Monitoring Officer has reviewed the file and raises no concerns.

1. Proposal and Site

The application is a full application for the erection of a dwelling to house a rural enterprise worker on a 6.8ha (16.8 acre) holding, together with the installation of a package treatment plant and creation of a new vehicular access. The site is located to the south of Bodedern and a public footpath crosses the land.

The dwelling is proposed to be located in the northern corner of the site and some 40m east of the dwelling at Eithinog. The Design and Access statement submitted refers to the application being in outline although a full planning application form has been submitted as well as full details of the dwelling. The dwelling as originally submitted extended to 310sq m floor area. The normal size range for rural enterprise dwellings is between 140-200sq m and the dwelling was subsequently reduced in size in response to comments made to approximately 200sq m of domestic accommodation in addition to office and other space normally required for rural enterprise functions. The application is considered on the basis of the amended plan.

The application is supported by a Business Plan together with a response document, both prepared by the applicant's consultant, and with additional information supplied by the applicant.

2. Key Issue(s)

- Principle of the development of a dwelling at this stage of the business

3. Main Policies

Gwynedd Structure Plan

Policy A6 : Housing in the Countryside

Policy D4 : Location, siting and design

Policy D29: Standard of design

Ynys Mon Local Plan

Policy 1 : General Policy

Policy 31 : Landscape

Policy 42 : Design

Policy 48 : Housing Development Criteria

Policy 53 : Housing in the Countryside

Supplementary Planning Guidance

Policy GP1 : Development Control guidance
Policy GP2 : Design
Policy HP6 : Dwellings in the open countryside

Relevant National or Local Policy

Planning Policy Wales Edition 7
TAN 6 Planning for Sustainable Rural Communities (2010)
TAN 12 Design (2009)

Practice Guidance Rural Enterprise Dwellings

4. Response to Consultation and Publicity

Local Member No response

Community Council No response

Highways No objection subject to conditions

Drainage Details are satisfactory

Footpaths Comments in relation to maintaining footpath link

Dwr Cymru-Welsh Water Comments in relation to proposed method of drainage disposal

Natural Resources Wales Comments in relation to ecology and standard advice for developer

Council's Agricultural Consultants dwelling is considered premature at this stage of the enterprise

Response to Publicity

No representations have been received as a result of the publicity undertaken.

5. Relevant Planning History

13C183 Application to determine whether prior approval is required for an agricultural shed for the storage of animal feed and machinery on land adjacent to Seren Las, Bodedern – permitted development 19-11-13

13C183A Outline application with access included for the erection of a dwelling together with the installation of a package treatment plant on land adjacent to Seren Las, Bodedern – refused 8-1-14

13C183C Application to determine whether prior approval is required for the erection of a polytunnel on land near Eithinog, Bodedern – permitted development 20-4-15

6. Main Planning Considerations

Principle of development

Development Plan policies and national planning policies supported by technical advice allow the development of dwellings where they are required to support rural enterprises such as the horticultural business proposed and where the strict policy tests are met. The application is supported

by a business plan and other supporting information. This was reviewed by the Council's agricultural consultants and concerns were raised regarding, amongst other matters, the need for a dwelling at this stage in the enterprise, together with the size of the dwelling proposed. The size of the dwelling was reduced and additional information was submitted in response to concerns regarding the proposed enterprise itself. The applicant intends to establish a horticultural enterprise based on the production of soft fruit and ornamental plants. Of the 6.8ha holding (currently used for the grazing of sheep and lamb production and run from a location in Llangefni), the Business Plan indicates the intention to produce strawberries from 1.6ha and 0.8 hectares given to other crops as a start; 1.5 acres of raspberries and half an acre of bush fruit following (redcurrants, blackcurrants, raspberries and gooseberries together with pockets of rhubarb). Farm gate sales and pick your own options will be available as well as direct sales to distributors / local businesses.

Technical Advice Note 6 sets out at paragraph 4.3.1 that 'one of the few circumstances in which new isolated residential development in the open countryside may be justified is when accommodation is required to enable rural enterprise workers to live at, or close to, their place of work. Whether this is essential in any particular case will depend on the needs of the rural enterprise concerned and not on the personal preference or circumstances of any of the individuals involved'. The policy advice allows new dwellings on a new rural enterprise where there is a functional need for a full time worker and the criteria in paragraphs 4.6.1 sub-paragraphs a to e are fully evidenced. These are that if it is considered that a new dwelling will be essential to support a new rural enterprise they should satisfy the following criteria:

- Clear evidence of a firm intention and ability to develop the rural enterprise concerned (significant investment in new buildings and equipment is often a good indication of intentions);
- Clear evidence that the new enterprise needs to be established at the proposed location and that it cannot be located at another suitable site where a dwelling is likely to be available;
- Clear evidence that the enterprise has been planned on a sound financial basis;
- There is a clearly established functional need and that need relates to a full-time worker, and does not relate to a part-time requirement;
- The functional need could not be fulfilled by another dwelling or by converting an existing suitable building on the enterprise, or by any other existing accommodation in the locality which is suitable and available for occupation by the worker concerned.

Paragraph 4.6.2 states that 'where the case is not completely proven for a dwelling permission should not be granted for it, but it may be appropriate for the planning authority to test the evidence by granting permission for temporary accommodation for a limited period. Three years will normally be appropriate to ensure that the circumstances are fully assessed'.

The applicant's Business Plan states at the outset that 'the type of business detailed below will require a full time person after the crops are established to be living on the site to manage the crops and to attend to the much more intensive inputs these crops will require'. It states that 'caravan living is not easy with a young family especially when the focus needs to be on the developing business'. It is clear that the business plan author feels the need to persuade the local planning authority that the caravan option is inconvenient for the family, suggesting however that he considers the temporary accommodation route is recognised as being appropriate in this case. The business plan acknowledges that a permanent dwelling will be required when the business, as set out in the business plan, is established, not vice versa. The TAN 6 Practice Guide makes clear that the functional need for a dwelling 'is a need determined by the character and management requirements of the enterprise, and not by any personal preferences or circumstances of any of the individuals involved'.

The Council's consultants raised queries in relation to the ability to run the enterprise and the selected

location, which have been adequately addressed by the applicant. The business plan states that without polytunnels, a gross margin of approximately £53,000 per annum would be achieved from an enterprise as described within it, from which fixed costs would need to be deducted. With 1000sq m of polytunnels, this would rise to around £82,000 per annum which, after subtracting costs, would be a viable business which could support two or more people. The polytunnels are considered a key to the success of the project in the medium and long term.

The planning history paragraph of this report above shows that an application for a polytunnel was recently made. This extends to 18.6m x 6m or approximately 112sq m on plan, just over 10% of what the business plan states is a key to success –the business plan states that 'ideally the polythene tunnels would start as 1000sq m'. Strawberries are described as giving a light crop in year one, as are raspberries if planted as long canes, with both giving full yields in year two onwards. Bush fruit are described as producing a yield in year two with a full crop in years 3 to 4.

In response to the concerns raised by the Council's consultant, the applicant indicated that 'we submitted an application for a 60'x20' Poly tunnel at the same time as this application with intent to start with this to see what results we would get in the first year. This would be with a view for further investment in polytunnels once the business is established and making enough profit to afford their purchase...we have bought the polytunnel and it is currently on site awaiting erection...we have made contact with R W Walpole for the supply of Strawberries and Raspberries. I have agreed a variety to plant and accepted a quote...'.

The business plan states that 'normally fruit is planted between November and March but newer techniques allow for planting outside these times. Similarly the soft fruit season used to be June July but this has now been extended so fruit can be available from early May until October with some protected cropping'. The applicant's correspondence in May 2015 confirmed that the 112sq m polytunnel was yet to be erected and that the strawberry and raspberry plants for which a quote had been accepted appear not to have been delivered to site or planted. The business plan states in relation to strawberries that:

'At 5 rows in an 8m tunnel by 62.5m gives a usable 312m of tables and the cost of tables is £6 per metre and plants and bas / troughs is £4.00 totalling £10.00.

The plants and bags do two seasons and the tables do 10 plus.

Unlike outdoors, frozen plants can be planted and these will produce a crop 60 days from planting (end March to July) and will average 500g/plant year 1 and 750g/plant year two.

1st year production 312m of tables at 10 plants per m 3120 plants at £300 per '000. Plants cost £916, bags/troughs £312, total £1248 annual cost £624.

Gross output 3120 plants at 500g/plant yields 1560kg, early and late fruit worth £4.00 per kg total output £6240.00.

Costs picking at 20p per kg £312.00, pack at 30p per kg £468, tending £280 total £1060.00.

Gross margin £5180.00. The annual charge back for the tables is £187.20 over ten years of life so the annual gross margin adjusted for this is £5000.00'.

For raspberries, which are normally planted in the dormant season from November to March, the business plan states:

'1500m of row 3000 canes yield in year2, 1kg per station total 3000kg and this should be maintained for at least 5 seasons. Again, if long canes are planted there would be some first year yield to gain some marketing experience'.

It is not clear from the applicant's correspondence whether she has accepted a quote for long canes which may produce a yield in the first year but given the time of year and the planting season, these are perhaps unlikely to produce a significant crop. The applicant does not confirm the number of plants for which she has accepted a quote. The business plan is predicated on 1500m of row 3000 canes with an establishment cost of £4754.00 but with a total gross margin in years 2-5 and beyond of £11750.00. The business plan does not anticipate an output in year one.

The polytunnel for which approval has been given is stated to be on site but has not been erected to date. A quote has been accepted for the strawberry plants. A 500sq m polytunnel environment (8m tunnel by 62.5m quoted in the business plan) is anticipated to give 312sq m usable space and to provide a full season yield with an annual gross margin of £5000. The approved polytunnel is 112sq m. Based on the formula given of 10 plants per m with an output of 500g per plant at £4.00 per kg, the use of the entire floor area of the approved polytunnel could at most produce an output of £2,240 from which costs would need to be deducted. The usable space is likely to be less than the entire floorspace of the polytunnel.

As stated above, the applicant has confirmed that 'we submitted an application for a 60'x20' Polyntunnel at the same time as this application with intent to start with this to see what results we would get in the first year. This would be with a view for further investment in polytunnels once the business is established and making enough profit to afford their purchase...'

Again as stated above, the applicant's business plan states that the type of business described within it, at a gross margin of almost £53,000, or with 1000sq m of polytunnels as well as open land growing, £82,000, 'will require a full time person after the crops are established'. The gross margin from strawberries at this point in time (they were yet to be planted in May 2015 and the polytunnel was not erected as confirmed by the applicant) is a maximum of £2,240 before costs. The actual anticipated gross margin from raspberries is unclear – the business plan gives £11,750 from year two onwards. No details of the actual numbers of plants for which a quote has been accepted is given but the applicant has confirmed that she is awaiting first year results before investing further.

The applicant argues that the cost of acquiring the site has demonstrated a significant investment in the proposal, but has exhausted her financial resources. The cost confirmed is £14,000 more than given in the financial details presented in relation to the anticipated cost of site acquisition and build costs for the dwelling. She states that the 'profit' obtained of £82,000 (the Council's consultant points out that the figure given in the business plan is an anticipated output not a profit figure) is an average figure per year over the three year period and which takes account of no income in the first year. It is stated that an agricultural mortgage company will fund most of the enterprise as much of the applicant's savings have been exhausted in the purchase of the site, some equipment and in improvements already made including 'improvements to the large field'. The anticipated £82,000 output is based on 1000sq m of polytunnel planting as well as open ground planting. The output without polytunnels is less. The Council's consultant has queried whether the mortgage company or other funding body has endorsed the business plan but no confirmation has been received.

The applicant states in response to the comments made by the Council's agricultural consultant that:

'As you can see from the business plan, Mr Creed clearly states that it is essential for someone to be on site to supervise this type of produce on a full time basis. I have been reluctant to spend thousands of pounds on planting strawberries and raspberries with the risk of the planning approval

not being obtained. This would mean that the plants would be with no purpose and couldn't be managed correctly which would kill any investment and hope of this business's profitability".

Mr Creed, the applicant's consultant, as stated above, has stated that a dwelling is required when the plants are established, not in order to establish the plants, and the need for the dwelling is based on the operation of the site in accordance with the business plan which would, it is anticipated, produce the outputs of almost £53,000 on open land or £82,000 with 1000sq m of polytunnel planting as well as open land planting. The applicant has confirmed that she is not adhering at present to the business plan as she wishes to see what results she will get in the first year from just over 10% of the business plan suggestion of polytunnel planting and an unspecified amount of open land planting. Nothing appears to have been planted on site by 13th May this year, when the applicant's response was received, and the polytunnel had not been erected as at 12 June. The applicant appears to wish to secure the planning permission for the dwelling first before anything is planted. The Council's consultant raises a 'chicken and egg' concern. The issue is not whether the applicant intends to establish the enterprise, but its current absence, and the lack of certainty as to whether it will reach the levels of sustainability forecast in the business plan. The Council has asked the applicant to accept a three year temporary permission for accommodation in order to allow a presence on the site in order to establish what results are obtained in the first year and to allow the business to develop, with the policy assurance that planning permission will be granted for a permanent dwelling when the case is fully made. The applicant has confirmed that she does not wish to consider temporary accommodation and wishes the application to be considered for a permanent dwelling. The Council's consultants state that it is 'difficult to understand why a permanent dwelling would provide a better start than any other form of on-site accommodation. In either case the relevant worker would be available to deliver the necessary tasks. Why, in the absence his accepted lack of knowledge of how the start-up of the enterprise is to be funded, Mr Creed considers it would be helpful for an embryonic business to have to cover the high cost of a permanent dwelling at the outset is unclear. This is particularly so when the applicant has indicated that she will be unable to provide elements of the productive resources underpinning the Business Plan until profits allow'.

Paragraph 5.8 of the Practice Guide states that 'the business plan will enable applicants and local planning authorities to determine whether the required housing should be provided by a permanent or a temporary dwelling. In cases of entirely new enterprises, it would normally be the case that their functional needs are met initially by temporary accommodation to enable their financial sustainability to be tested'. It is noted that a mobile home and touring caravan are already on site, being used during lambing. There would appear to be no additional investment costs arising to the applicant if this route were followed.

7. Conclusion

TAN 6 allows the development of new dwellings on new enterprises provided strict criteria are met. The Practice Guide accompanying TAN 6 states that 'new rural enterprise dwellings remain exceptions to general policy and require particular justification. The testing of essential functional needs and economic sustainability remains the basis of the exception'. It further states that 'dwellings will only be permitted when a rural enterprise can be shown to be sustainable, and a financial test is applied to consider the financial soundness of an enterprise and its prospects for a reasonable period of time and the ability of the business to fund the proposal'. The applicant has confirmed that she does not want "to spend thousands of pounds on planting strawberries and raspberries with the risk of the planning approval not being obtained", despite the offer of temporary accommodation to assist in the establishment of the business. The need for the dwelling is based on the business plan being implemented in full and after the plants are established. The applicant has confirmed that she wants to see what results are obtained in the first year from limited planting before developing further – the business plan appears not to be adhered to. The applicant's actual undertaking, with nothing planted

to date, does not appear to meet the policy test for a permanent dwelling. In such circumstances, TAN 6 advises that temporary consent for accommodation can be granted but the applicant does not wish to consider this option.

8. Recommendation

That the planning application for a permanent dwelling is **refused** for the following reason:

(01) The applicant has not demonstrated the need for a permanent dwelling on the site at this point in time in accordance with Technical Advice Note 6. The development is therefore contrary to Policy A6 of the Gwynedd Structure Plan, Policy 53 of the Ynys Mon Local Plan, Policy HP6 of the Stopped Anglesey Unitary Development Plan and the advice contained within Planning Policy Wales (Edition 7) and Technical Advice Note 6 'Planning for Sustainable Rural Communities'.

12.1

Gweddill y Ceisiadau

Remainder Applications

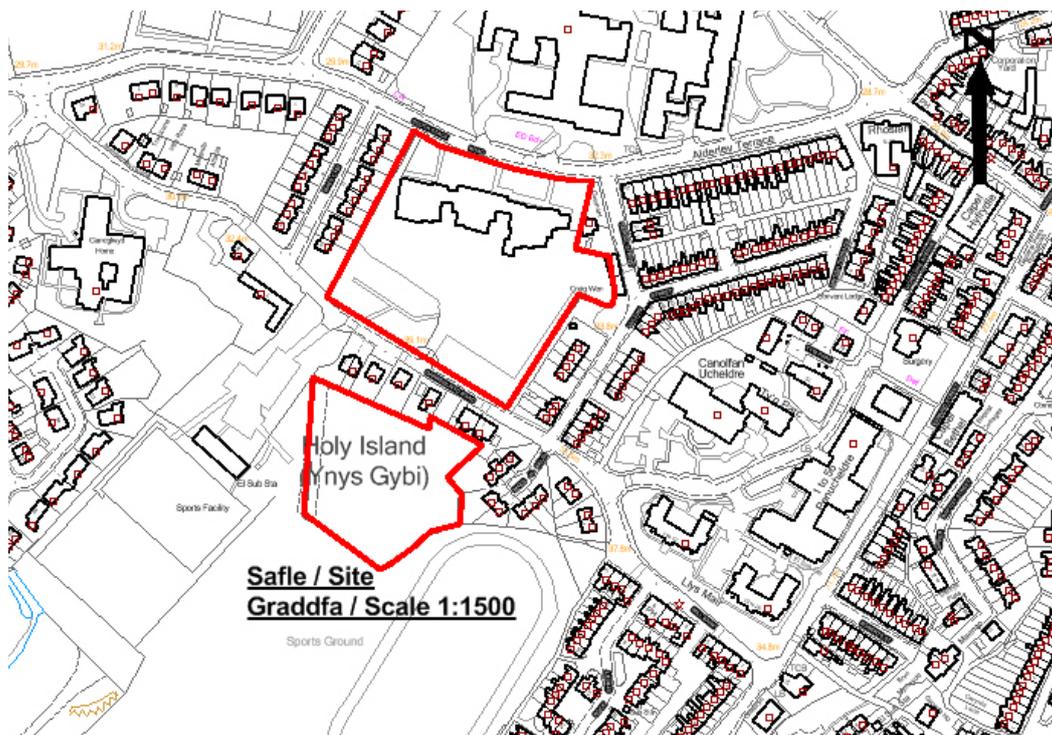
Rhif y Cais: **19LPA37B/CC** Application Number

Ymgeisydd Applicant

Head of Service - Lifelong Learning

Cais llawn i ddymchwel rhan o adeilad presennol, addasu ag ehangu er mwyn creu ysgol gynradd newydd ynghyd a chreu maes parcio newydd yn / Full application for demolition of part of the existing building, alterations and extensions so as to create a new primary school together with the formation of a car park at

Cybi Site, Holyhead High School, Holyhead



Planning Committee: 01/07/2015

Report of Head of Planning Service (NJ)

Recommendation:

Permit

Reason for Reporting to Committee:

The application is made by the Council on Council owned land.

1. Proposal and Site

The application is for the demolition of parts of the existing building and the erection of extensions in order to create a new primary school, amalgamating three existing primary schools in the area onto one campus. The site was formerly used as part of the county school and includes a red brick building fronting onto South Stack Road, the main façade of which is retained as part of the proposals.

Pedestrian access is available from the surrounding streets at present and there is a vehicular access off Garreglwyd Road. The proposal seeks to create additional car parking space on land opposite the site, off Garreglwyd Road, forming part of the Millbank sports campus.

The Cybi School is a listed building and a separate application for listed building consent is proposed.

2. Key Issue(s)

Design and impact on amenities including residential impacts and highway issues

3. Main Policies

Gwynedd Structure Plan

Policy D4 – Location, siting and design

Policy D21 – listed buildings

Policy D23- listed buildings

Policy D32 – site configuration

Ynys Mon Local Plan

Policy 1 – general policy

Policy 5 – design

Policy 16- recreation and community facilities

Policy 17 – recreation and community facilities

Policy 26 – car parking

Policy 34 – nature conservation

Policy 41 – listed buildings

Stopped Unitary Development Plan

Policy GP1 – development control guidance

Policy GP2 – design

Policy TR10 – parking standards

Policy EN4 – biodiversity

Policy EN5 – international sites
Policy EN13 – conservation of buildings
Policy CC1 – community facilities

Planning Policy Wales – Edition 7

TAN 5 Nature Conservation

TAN 12 Design

TAN 16 – Sport, Recreation and Outdoor Space

4. Response to Consultation and Publicity

Cllr J A Roberts – no response to consultation

Cllr R Jones – no response to consultation

Cllr R LL Jones – no response to consultation

Holyhead Town Council – no response to consultation

Dŵr Cymru-Welsh Water – standard conditions

Highways – comments awaited in relation to width of footpaths, parking space provision, bus stop provision etc.

Natural Resources Wales – additional details requested; details received and are acceptable

Ecological and Environmental Advisor – additional details requested; details received

Wales and West Utilities – standard comments for construction phase

Environmental Health Section – standard comments for construction phase

Built Environment and Landscape Section - comments in relation to design and finishes – amended details submitted

Response to Publicity

In response to the original round of consultations and publicity, one letter was received from a local resident who raises concerns regarding:

Loss of views;

The need for a new primary school;

Inability of local roads to cope with additional traffic;

Land should be better used – children use the grounds currently, in particular as access to Millbank playing fields is restricted and the local park is in decline.

Loss of views as a result of the proposal would not carry sufficient weight to refuse planning consent. The Council has made its formal decision to close primary schools in the area – the matter to be considered in this application is whether the scheme as present is acceptable in planning terms, not the principle decision in relation to schools closures; the application must be considered as presented – community use of schools is however generally encouraged; it is understood that the Council is currently consulting local opinion on the future direction to be taken with the Holyhead Park; the

Highway Authority has been consulted and whilst a formal response was awaited at the time of writing it is understood that there is no in principle objection to the scheme subject to appropriate conditions together with consideration of the introduction of a one-way traffic system in the locality which will be pursued under the Highway Act rather than through any planning requirements.

It should be noted that additional publicity has been undertaken as a result of the receipt of amended details to address design concerns which expires after the date of the Committee meeting. Should any additional matters arise which have not been considered in this report, a further report will be submitted to the Committee in order that the members may reconsider any resolution made in the light of new information.

5. Relevant Planning History

19LPA37A/CC Demolition of the existing old school together with the erection of a sports hall on land adjacent to Holyhead High School, Holyhead – withdrawn 5/11/2008

19LPA37C/CC/SCR Screening opinion in relation to current application – EIA not required 9/6/15

6. Main Planning Considerations

Principle of the scheme: The site was until recent years used as part of the Holyhead High School campus. It has since become vacant and fallen into a state of disrepair. The alterations proposed will lead to the building remaining in educational use and its location next to the High School and Millbank sports fields will add to the educational focus of the locality. The Council has made its formal decision to close local primary schools and to amalgamate the requirements on one site. The school site is located inside the development boundary of Holyhead next to similar uses. The car parking area at Millbank is located outside the development boundary under the Local Plan but inside the boundary under the Stopped UDP. Millbank is allocated for community and leisure uses (allocation FF5). The application proposal seeks to place car parking accommodation on part of this site. Local Plan policies as well as Policy CC1 of the stopped UDP allow the development of community facilities within or on the edge of settlement boundaries. The provision of car parking will not lead to loss of formal play areas.

Design: The application seeks to refurbish and enhance the main red brick elevation of the Cybi building, reintroducing a tower feature and restoring this elevation as the principal elevation of the building. Additions to the rear of this building facing Garreglwyd Road will be removed and a new extension built in contemporary form and materials. Play space and formal hard and soft play areas will be available on the site itself along with some car parking accommodation. The remaining car parking spaces can be accessed along a footway and utilising an existing crossing pont to Millbank.

The form and scale of the building is large but appropriate in its context. There is an acceptable juxtaposition between traditional materials and contemporary finishes. The scheme is considered fit for purpose.

Highway Impacts: Roads surrounding the site are local access roads, apart from South Stack Road (which is the main coastal route between Holyhead and Trearddur) and are used by local and tourist traffic and are subject to on-street residential parking in areas. Although there are pavements and a crossing point on Garreglwyd Road for example, comments were awaited from the Highway Authority at the time of writing in relation to appropriate pavement widths, bus stop and car parking provision. Concern has been expressed in relation to the ability of local roads to absorb traffic and the Highway Authority is considering a one-way traffic system for the operational phase of the development. In the interim it is considered necessary to impose a condition in relation to a construction traffic

management plan to ensure that the construction phase does not cause unacceptable highway impacts.

Amenity Impacts: The site is surrounded by local housing, including the former school house itself and other properties immediately adjoining the school site and those to the front of the proposed car parking area at Millbank. The school site has been in use for educational purposes since it was first built and it will continue in such use as a result of the proposal. Although local schools will be amalgamated at the site, it is not considered that any intensification of the use will be such that unacceptable impacts will occur to local residents in terms of noise or disturbance such that permission should be withheld. It is considered necessary to introduce some screening to the boundary between the car parking area and local housing to ensure that the car parking area, especially if used for after school activities, does not detract from residential amenities in terms of noise and disturbance as well as a condition to regulate the use of artificial lighting. Similarly, the use of artificial lighting on the school site itself will be regulated by condition. Appropriate screening is required to the boundaries between the school site and neighbouring properties for reasons of amenity as well as school security.

Nature Conservation: Additional information was sought from the applicant in support of the application in relation to protected species. Appropriate survey work has been undertaken and it is considered that impacts in relation to bats, nesting birds and great crested newts have been adequately addressed. Conditions are proposed in line with the survey results to ensure that no unacceptable impacts will occur.

7. Conclusion

The scheme is considered appropriate in its setting and fit for purpose. No concern in relation to the principle of the scheme are raised from a highway safety perspective and the proposal can be regulated in the interests of amenity and nature conservation by appropriate conditions.

8. Recommendation

To **permit** the scheme after the expiry of neighbour notifications and consultations and subject to conditions:

In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/ development.

(01) The development to which this permission relates shall be begun not later than the expiration of five years beginning with the date of this permission.

Reason: To comply with the requirements of the Town and Country Planning Act 1990

(02) No development shall take place until trade descriptions of the materials proposed to be used on the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The approved materials shall be used in the implementation of the development.

Reason: To ensure a satisfactory appearance of the development

(03) Full details of all fencing, walling or other means of enclosure or demarcation for the proposed Millbank car parking area, which shall include a screen fence between the car park

and adjoining dwellings on Garreglwyd Road, shall be submitted to and approved in writing by the local planning authority before any work on the site is commenced. The scheme shall proceed in accordance with the details as approved and the screen fence as approved shall be erected before any use of the site takes place for car parking and shall thereafter be maintained in like condition for the lifetime of the development.

Reason: To ensure a satisfactory appearance of the development and in the interests of amenity

(04) No external lighting shall be installed on the site or Millbank car parking area until details of the lighting columns proposed, together with a light mitigation strategy, including measures to reduce light spillage onto neighbouring property, has been submitted to and approved in writing by the local planning authority. The scheme shall thereafter proceed in accordance with the approved details.

Reason: To ensure a satisfactory appearance of the site and in the interests of amenity

(05) No deliveries shall be made to the site before 7am or after 7pm any day.

Reason: In the interests of amenity

(06) No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) the parking of vehicles of site operatives and visitors;**
- ii) loading and unloading of plant and materials;**
- iii) storage of plant and materials used in constructing the development;**
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;**
- v) wheel washing facilities;**
- vi) measures to control the emission of dust and dirt during demolition and construction; and**
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.**

Reason: In the interests of amenity and highway safety

(07) The development shall take place in accordance with the reasonable avoidance method statement contained within the Holyhead School: Method Statement for Great Crested Newts report by Atmos Consulting dated 11 June 2015 (reference 26600/R4/Rev1).

Reason: To safeguard any protected species which may be present on the site

(08) The development shall take place in accordance with the reasonable avoidance measures for bats outlined in the Holyhead School: Bat Survey Report by Atmos Consulting dated 11 June 2015 (reference 26600/R3/Rev1). No development shall take place until a bat box has been installed on the site in accordance with paragraph 4.2.3 of the Report, of a type and in a location as agreed in writing with the local planning authority prior to its installation. The bat box shall be retained on site for the duration of the construction works. No use of the building hereby approved shall take place until roosting spaces are provided and made available for use in accordance with a scheme to be submitted to and agreed in writing with the local

planning authority. The roosting spaces shall thereafter be retained for the lifetime of the development.

Reason: To ensure that any protected species which may be present are safeguarded.

(09) No development shall take place until a scheme for the protection during construction works of trees to be retained as part of the development, as shown on drawing number 1294:102 Revision A submitted under planning reference number 19LPA37B/CC, has been submitted to and approved in writing by the local planning authority. The tree protection works shall be put in place and retained in accordance with the agreed scheme for the duration of the construction works.

Reason: to safeguard existing trees on the site

This page is intentionally left blank

13.1

Materion Erail

Other Matters

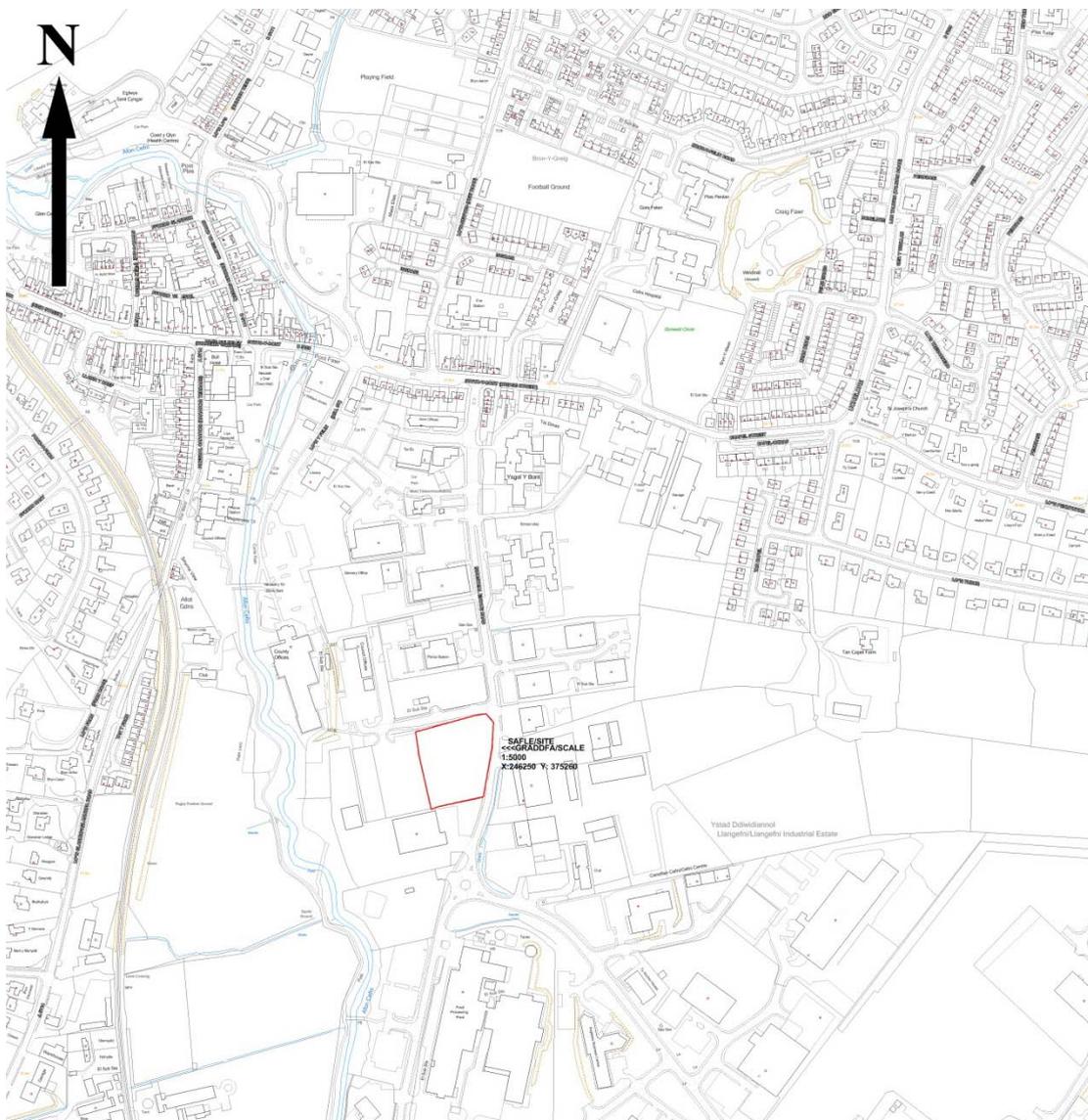
Rhif y Cais: 34LPA1015A/CC/SCR Application Number

Ymgeisydd Applicant

Head of Economic and Community Regeneration

Barn sgrinio ar gyfer codi 5 uned busnes newydd ar yr hen safle / Screening opinion for the erection of 5 new business units at the former site of

Mon Training, Llangefni



Planning Committee: 01/07/2015

Report of Head of Planning Service (GJ)

Recommendation:

Defer

Reason for Reporting to Committee:

A Screening opinion was received for the erection of 5 new business units at the former site of Mon Training, Llangefni.

It has been determined that an Environmental Impact Assessment is not required for the proposal.

The matter is therefore reported for information purposes only.

Report To: PLANNING & ORDERS COMMITTEE

Date: 1/07/2015

Subject: CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY
COUNCIL(TRAFFIG REGULATION ORDER)(VARIOUS LOCATIONS MENAI
BRIDGE)ORDER 2015

Portfolio Holder: COUNCILLOR J.ARWEL ROBERTS

Lead Officer: DEWI W. ROBERTS/HUW PERCY

Contact Officer: ELFED LEWIS

Nature and reasoning for reporting

To report details of objections received following advertising the proposed Traffic Regulation Order.

A – INTRODUCTION/BACKGROUND/ISSUES

1.0 The proposed Order was prepared in response to complaints received over many years regarding parking and traffic congestion on the A545 Menai Bridge. The congestion is largely due to a combination of the existence of limited waiting parking bay/loading and unloading activities and illegal parking on existing restrictions near the pedestrian crossing.

A copy of the Notice of Proposal and plans detailing the proposed restrictions are attached (Appendix 1).

1.1 In the initial consultation stage one objection was received to the proposed Order.

1.2 The Emergency Services have not objected to the proposal.

1.3 In the formal advertising stage eight objections have been received with respect to the proposed Order (Copies attached).The objections are broadly based on the following grounds:-

a) Possible adverse effect of proposal on local trading and local businesses due to the reduction in on street parking facility.

b) Road safety concerns and increased traffic speeds due to loss of traffic calming effect of on street parking bays.

c) Detrimental effect on character of High Street.

d) Concerns regarding the overall parking capacity of existing off street car parks to accommodate any additional parking due to ongoing construction site vehicle usage.

1.4 A petition signed by approximately 350 signatories has been received in support of the current proposal.

2.0 Current Situation

2.1 The objectors detailed in 1.3 are not satisfied that the provisions within the Order are acceptable.

2.2 The existing parking bay located on the A545 High Street near the pedestrian crossing to which the objections relate is considered to be detrimental to road safety with frequent conflict at this location between oncoming vehicles. The removal of this parking bay will improve and facilitate the free movement of traffic along this section. The proposal will also facilitate egress of vehicles proceeding to the A545 High Street from Askew Street.

2.3 The existing Loading/Unloading arrangements on the A545 High Street will be retained within the provisions of the proposed No Waiting at any time Order.

2.4 The following Statutory Consultees have been consulted:-

1. North Wales Police.
2. North Wales Fire and Rescue Service.
3. Locality Ambulance Officer.
4. The Road Haulage Association.
5. The Freight Transport Association.
6. Chief Engineer (Operational).
7. Local Members (Aethwy).
8. Menai Bridge Town Council.

B – CONSIDERATIONS

3.1 The proposed Order is considered essential in the interest of road safety and to facilitate the movement of traffic.

3.2 It will be for the Committee to determine if they feel the objections are justified or not.

C – IMPLICATIONS AND IMPACTS

The proposed order will remove the short-term parking along the A545 High Street and will improve traffic flow within the town centre. The potential effect of loss of parking on businesses should be balanced against the creation of a safer and more pleasant environment.

D – RECOMMENDATION

That the Committee approves the proposal in accordance with the advertised Order and plans, if is satisfied that there is no alternative solution to the traffic and congestion problems in the town.

Name of author of report: Dewi W. Roberts/Huw Percy

Job Title: Chief Engineer

Date: 22/06/2015

Appendices

1. Notice of Proposal as Advertised.
2. Copies of objections received at the advertising stage.

RHYBUDD O FWRIAD

NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (GORCHYMYN RHEOLI TRAFFIG) (AMRYW LEOLIADAU, PORTHAETHWY) 2015

CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (TRAFFIC REGULATION ORDER) (VARIOUS LOCATION, MENAI BRIDGE) ORDER 2015

RHODDIR RHYBUDD TRAWY HYN Iod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn bwriadu gwneud Gorchymyn o dan Adrannau 1, 2, 4, 32, 35, 124 (1) (d) a rhan iv atodlen 9 o Ddeddf Rheoli Trafnidiaeth Fyrd 1984.

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under Sections 1, 2, 4, 32, 35, 124 (1) (d) and part iv of Schedule 9 of the Road Traffic Regulation Act 1984.

Pan ddaw'r Gorchymyn i rym ei effaith fydd darparu gwaharddiad a chyfyngiadau ar aros fel y cyfeirir atynyt yn Atodlen 1 yma a safle parclo i'r anabl fel y cyfeirir ato yn Atodlen 2 yma.

The effect of the Order will provide for the prohibition and restriction of waiting as referred to in Schedule 1 hereto and for a disabled parking bay as referred to in Schedule 2 hereto.

Mae rhai eithriadau dan y Gorchymyn er mwyn caniatáu i bobl ddod o'u cerbydau a mynd iddynt a hefyd i bwras llwytho a dadlwytho ag i bwras gwneud gwaith cynnal a chadw ac atgyweirio a materion cyffelyb.

Exceptions are provided in the order to allow waiting for the purpose of a alighting, boarding loading and unloading and works of maintenance, repair and the like.

Hefyd mae eithriadau yn y Gorchymyn fel bod cerbydau sydd yn dangos bathodyn person methedig a disc parclo i berson methedig - y ddau hefo'i glydd - yn cael aros ar y stryd am gyfnod hyd at 3 awr (ac o leiaf 1 awr rhwng y naill gyfnod o aros a'r un blaenorol gan yr un cerbyd ar yr un dydd)

Exceptions are also provided in the order to allow vehicles displaying both a disabled persons badge and a disabled persons parking disc to wait for a period not exceeding 3 hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle on the same day)

Bydd y rhan hwnnw o'r Gorchymyn Cydgrynhol (Cyfyngiadau aros ar y Stryd a Mannau Parclo) Cyngor Sir Ynys Môn 2007 a Gorchymyn Cyngor Sir Ynys Môn (Gwaharddiadau Aros) Amryw Fyrd Porthaethwy) 2012 yn cael eu diwygio.

That part of The Isle of Anglesey County Council (On Street Waiting Restrictions and Parking Places) Consolidation Order 2007 and The Isle of Anglesey County Council (Waiting Restrictions) (Various Roads Menai Bridge) Order 2012 shall be amended accordingly.

Mae'r Gorchymyn drafft, sydd ynghyd â chynllun yn dangos y ffordd yr effeithlir ami a Datganiad o resymau'r Cyngor dros argymhell gwneud y Gorchymyn, ar gael i'w harchwilio gan y cyhoedd yn :-

The draft Order together with a map showing the length of road concerned and a Statement of the Council's reasons for proposing to make the Order may be examined at:-

- (a) Swyddfeydd y Cyngor, Llanelwini, rhwng 9.30 a.m. a 4.00 p.m. Llun i Gwener;
- (b) Y Llyfrgell, Porthaethwy yn ystod oriau gwaith arferol.

- (a) The Council Offices, Llanelwini, between the hours of 9.30 a.m. and 4.00 p.m. Monday to Friday.
- (b) The Library, Menai Bridge during normal business hours.

Os dymunwch wrthynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the

05.06.2015

Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

These will be available for public inspection.

Atodlen 1

Schedule 1

1. Dim aros ar unrhyw adeg

1. No waiting at any time

a) A545 Stryd Fawr
Ochr Orllewinol
O bwynt 63 metr i'r gogledd gogledd ddwyrain o'r gyffordd gyda Ffordd Cil-bedlam am beiler o 26 metr i gyfeiriad y gogledd, gogledd ddwyrain.

a) A545 High Street
West Side
From a point 63 metres north north east of the junction with Dale Street for a distance of 26 metres in a north, north easterly direction.

b) Ffordd Cil-bedlam
Ochr Gogleddol
O bwynt 103 metr i'r gorllewin o'r gyffordd gyda Ffordd y Ffair am beiler o 26 metr i gyfeiriad y gorllewin.

b) Dale Street
North Side
From a point 103 metres west of junction with Wood Street for a distance of 26 metres in a westerly direction.

2. Aros Cyfyngedig 1 Awr. Dim Dychwelyd 1 awr

2. Limited Waiting 1 Hour. No Return 1 Hour

A545 Stryd y Bont
Ochr orllewinol
O bwynt 17 metr i'r gogledd o'r gyffordd gyda Ffordd y Ffair am beiler o 31 metr i gyfeiriad gogledd, gogledd ddwyrain.

A545 Bridge Street
West Side
From a point 17 metres north of the junction with Wood Street for a distance of 31 metres in a north north easterly direction.

3. Aros Cyfyngedig 2 Awr. Dim Dychwelyd 2 Awr

3. Limited Waiting 2 Hours. No return 2 Hours

Ffordd Cambria
Ochr ddeheuol
O bwynt 12 metr i'r de ddwyrain o'r gyffordd gyda'r A5 Ffordd Mona am beiler o 10 metr i gyfeiriad y de ddwyrain.

Cambria Road
South Side
From a point 12 metres south east of the junction with the A5 Mona Road for a distance of 10 metres in a south easterly direction.

Atodlen 2

Schedule 2

Safle Parclo i'r Anabl - Delliaid Bathodyn Anabiedd vn Unig

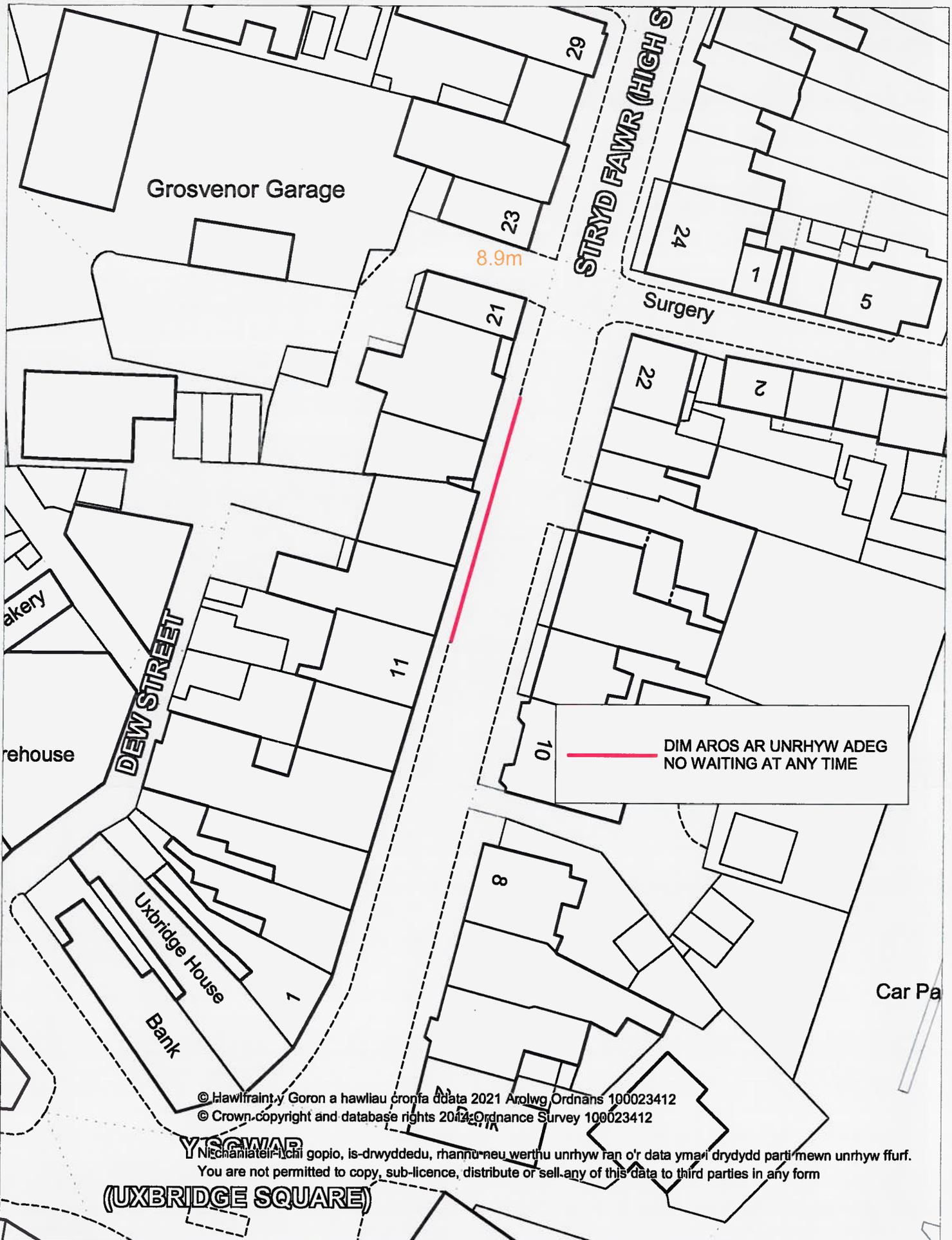
Disabled Parking Space - Disabled Badge Holders only

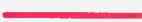
Lon Pen Nabo
Ochr Gogledd Ddwyrain
O'r gyffordd gyda Dew Street am beiler o 8 metr i gyfeiriad y gogledd orllewin.

Hill Street
North East Side
From the junction with Dew Street for a distance of 8 metres in a north westerly direction.

Dyddiedig 14/05/2015 Dated

Arwyddwyd ym 14/05/2015
Signed
Robyn W Jones
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager
Swyddfeydd y Cyngor / Council Offices
Llanelwini, Ynys Môn LL77 7TW




DIM AROS AR UNRHYW ADEG
NO WAITING AT ANY TIME

© Hawlfraint y Goron a hawliau cronfa ddata 2021 Arolwg Ordnans 100023412
 © Crown copyright and database rights 2012 Ordnance Survey 100023412

Nid dim hysbysu i chi gopio, is-drwyddedu, rhannu neu werthu unrhyw ran o'r data yma i drydydd parti mewn unrhyw ffurf.
 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form

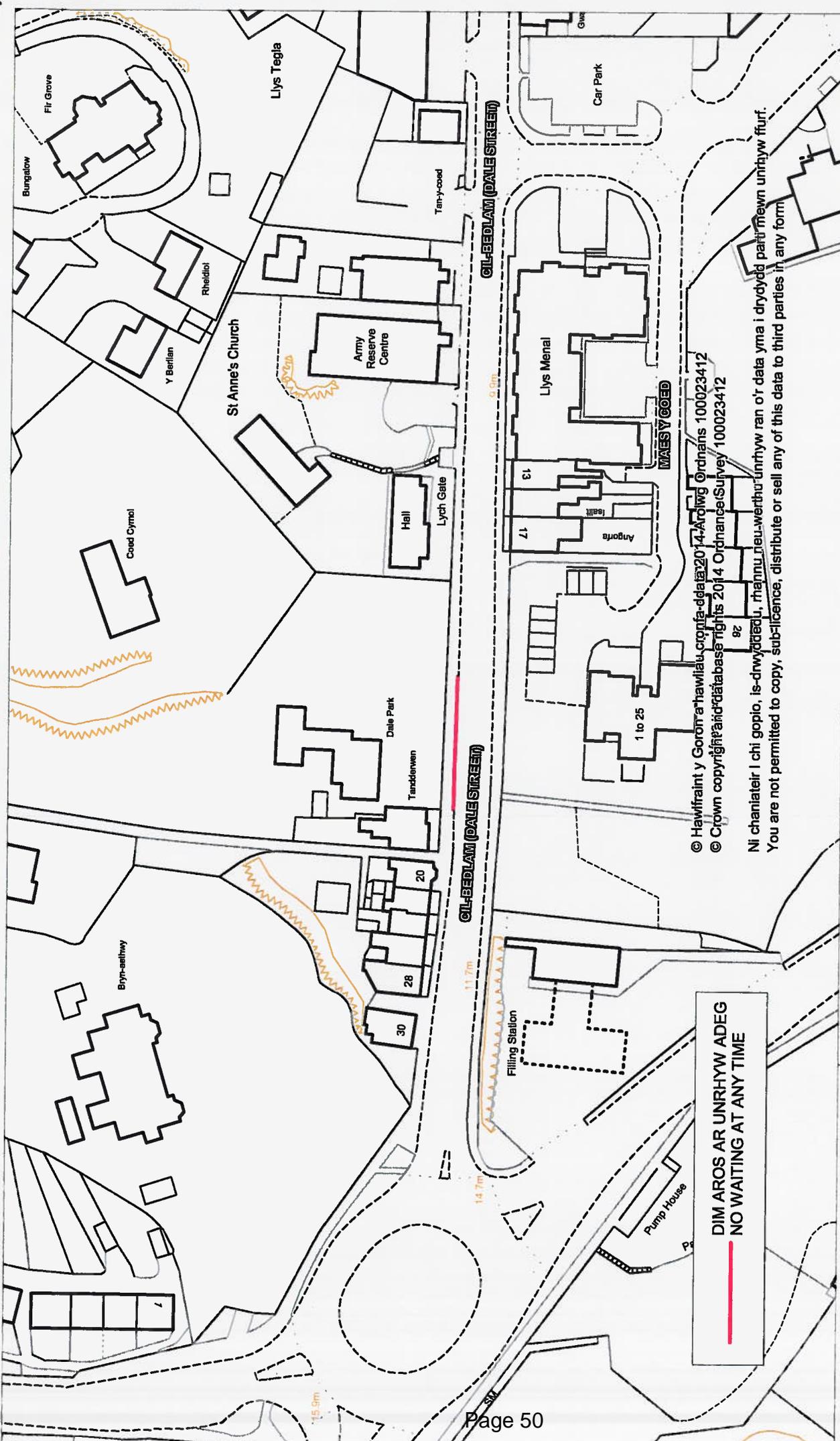
YSGWAR
(UXBRIDGE SQUARE)



CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
 Swyddfa'r Sir
 LLANGFNFI
 Ynys Môn - Anglesey
 LL77 7TW Page 49

GORCHYMYN TRAFFIG ARFAETHEDIG/
PROPOSED TRAFFIC ORDER,
A545 STRYD FAWR/HIGH STREET,
PORTHAETHWY/MENAI BRIDGE.



**DIM AROS AR UNRHYW ADEG
NO WAITING AT ANY TIME**

© Hawfraint y Goron a hawliau cronfa-delta 2014 Ardlwg Ordnans 100023412
© Crown copyright and database rights 2014 Ordnance Survey 100023412

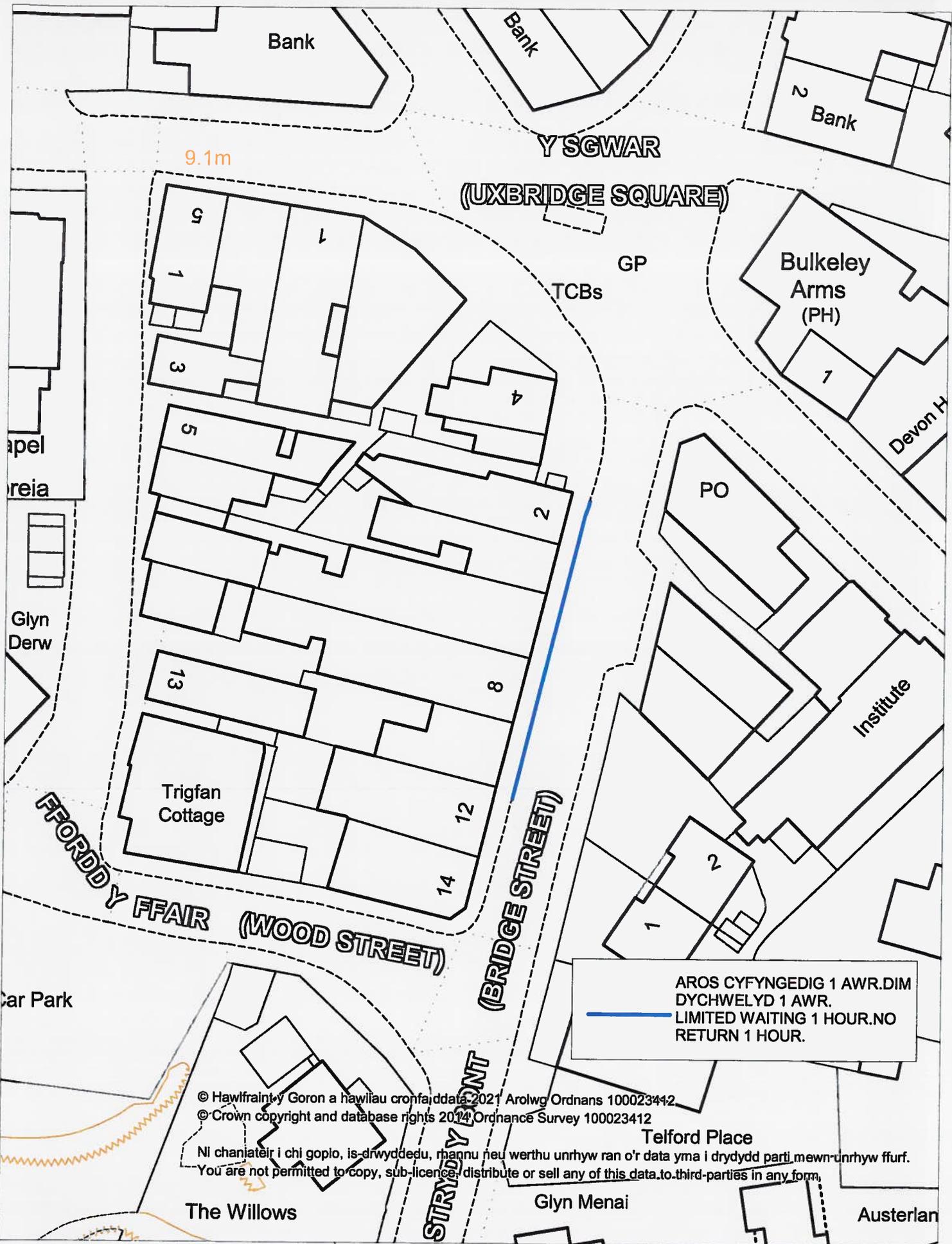
Ni chaniateir l chi gopio, is-drwydded, rhannu neu werthu unrhyw ran o'r data yma i drydydd parti mewn unrhyw ffurf.
You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form



**CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL**

**CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL**
Swyddfa'r Sir
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW

**GORCHYMYN TRAFFIG ARFAETHEDIG/
PROPOSED TRAFFIC ORDER,
CIL-BEDLAM/DALE STREET,
PORTHAETHWY/MENAI BRIDGE.**



© Hawlfraint y Goron a hawliau cronfaidd data 2021 Arolwg Ordnans 100023442.
 © Crown copyright and database rights 2014 Ordnance Survey 100023412

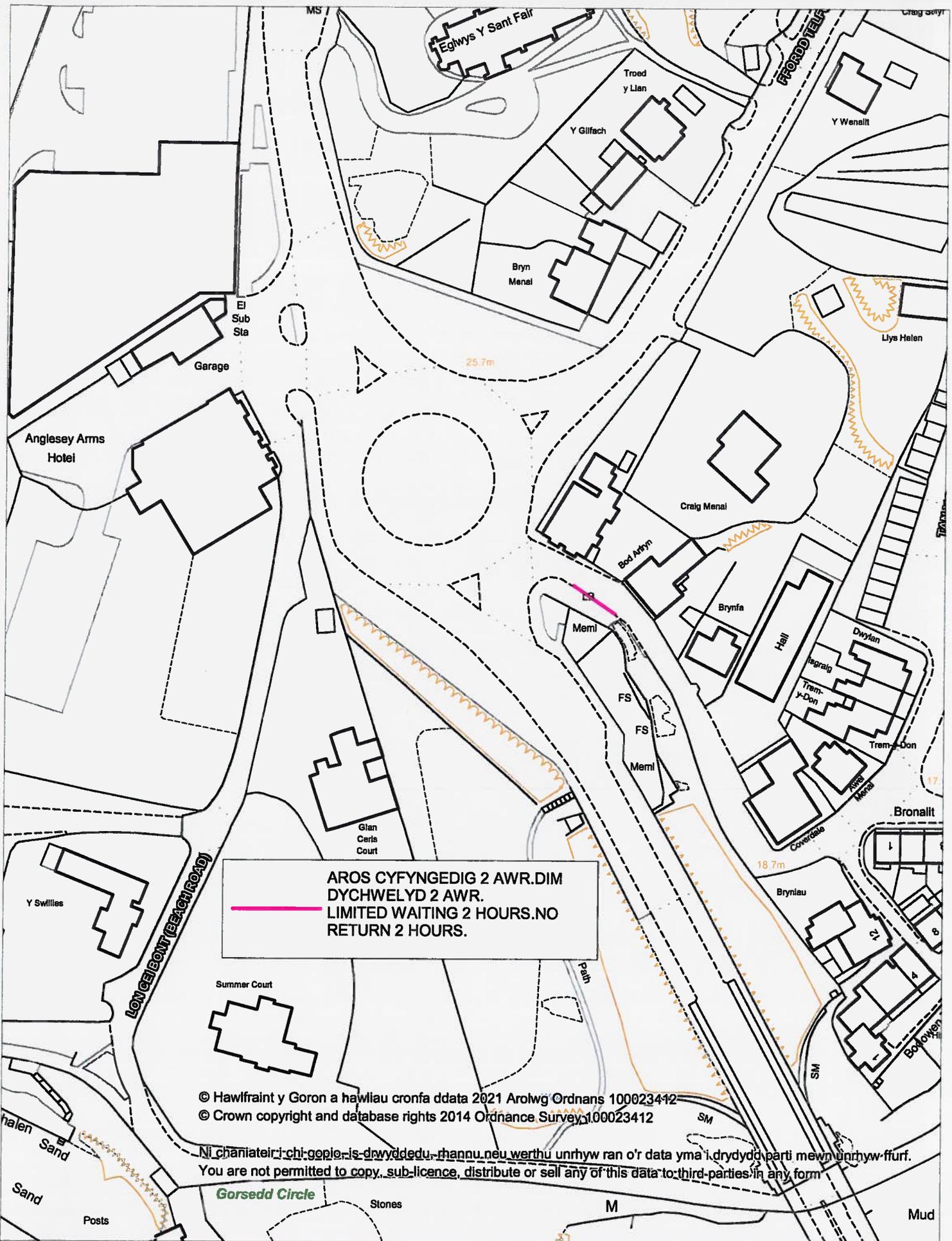
Ni chaniateir i chi gopio, is-drwyddedu, rhannu neu werthu unrhyw ran o'r data yma i drydydd parti mewn unrhyw ffurf.
 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
 Swyddfa'r Sir
 LLANGFNFI
 Ynys Môn - Anglesey
 LL77 7TW Page 51

GORCHYMYN TRAFFIG ARFAETHEDIG/
PROPOSED TRAFFIC ORDER,
A545 STRYD Y BONT/BRIDGE STREET,
PORTHAETHWY/MENAI BRIDGE.



AROS CYFYNGEDIG 2 AWR.DIM
DYCHWEL YD 2 AWR.
LIMITED WAITING 2 HOURS.NO
RETURN 2 HOURS.

© Hawlfraint y Goron a hawliau cronfa ddata 2021 Arolwg Ordnans 100023412
© Crown copyright and database rights 2014 Ordnance Survey 100023412

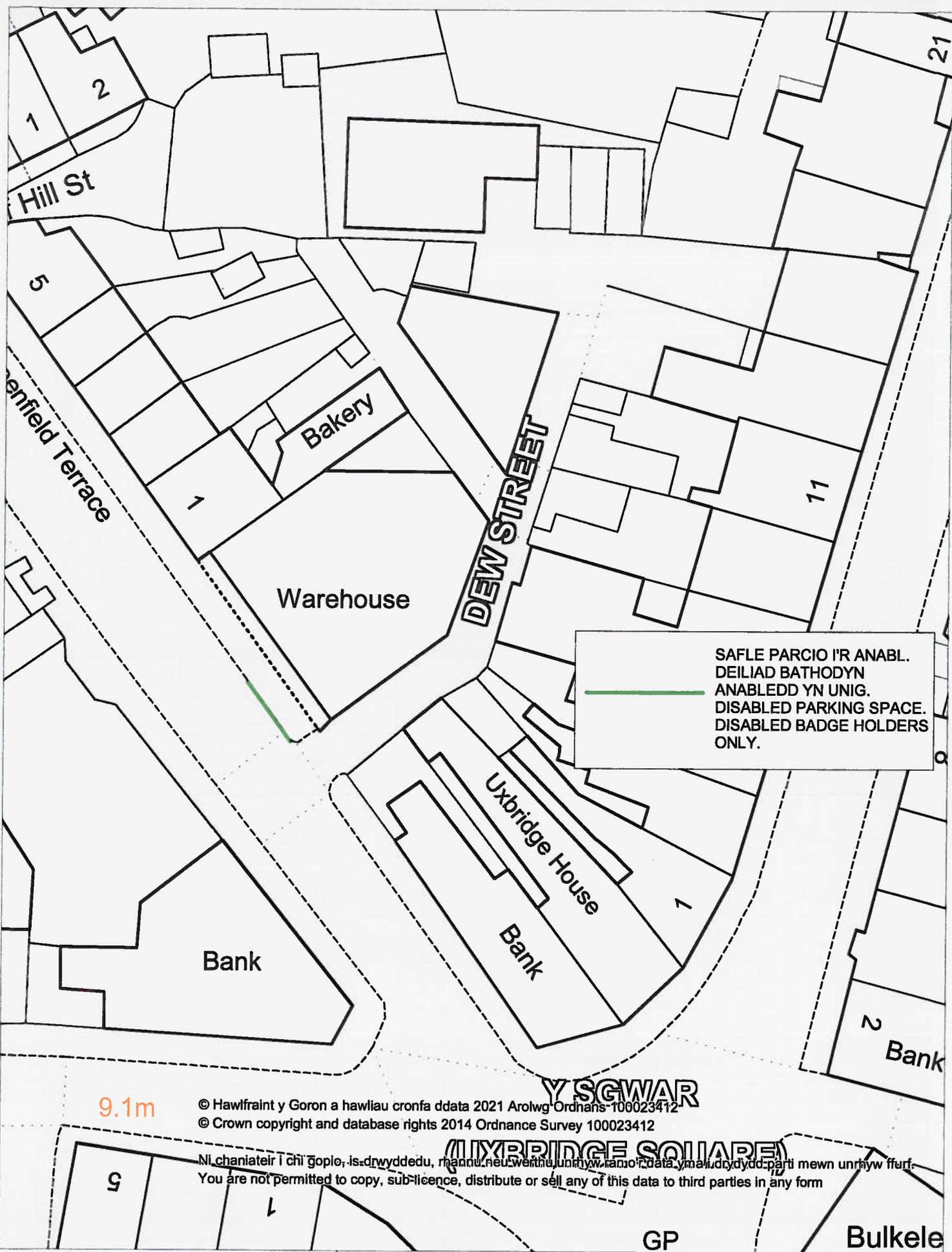
Ni chaniateir i chi gopïo, iis-dryddeddu, rhannu neu werthu unrhyw ran o'r data yma i drydydd parti mewn unrhyw ffurf.
You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form



**CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL**

**CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL**
Swyddfa'r Sir
LLANGEFNI
Ynys Môn - Anglesey
LL77 7TW Page 52

**GORCHYMYN TRAFFIG ARFAETHEDIG/
PROPOSED TRAFFIC ORDER,
FFORDD CAMBRIA/CAMBRIA ROAD,
PORTHAETHWY/MENAI BRIDGE.**



SAFLE PARCIO I'R ANABL.
 DEILIAD BATHODYN
 ANABLEDD YN UNIG.
 DISABLED PARKING SPACE.
 DISABLED BADGE HOLDERS
 ONLY.

9.1m

© Hawfprint y Goron a hawliau cronfa ddata 2021 Arolwg Ordnans 100023412
 © Crown copyright and database rights 2014 Ordnance Survey 100023412

Ni chaniateir i chi' gopio, is-drwyddedu, rhannu neu werthu unrhyw ran o'r data yma, drydydd parti mewn unrhyw ffurf.
 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form



**CYNGOR SIR
 YNYS MÔN
 ISLE OF ANGLESEY
 COUNTY COUNCIL**

CYNGOR SIR YNYS MÔN
 ISLE OF ANGLESEY COUNTY COUNCIL
 Swyddfa'r Sir
 LLANGFNİ
 Ynys Môn - Anglesey
 LL77 7TW Page 53

GORCHYMYN TRAFFIG ARFAETHEDIG/
 PROPOSED TRAFFIC ORDER,
 LON PEN NEBO/HILL STREET,
 PORTHAETHWY/MENAI BRIDGE.

From: PEMOUT
Sent: 08 June 2015 09:45
To: PEMHT
Subject: FW: Objection to proposed traffic order various locations at Menai Bridge - Swyddogol - Sensitif

ISLE OF ANGLESEY COUNTY COUNCIL

- 8 JUN 2015

From: PEMOUT
Sent: 08 June 2015 09:45:12 (UTC) Dublin, Edinburgh, Lisbon, London
To: PEMOUT
Subject: FW: Objection to proposed traffic order various locations at Menai Bridge - Swyddogol - Sensitif

Er sylw

From: PEMOUT
Sent: 05 June 2015 16:38
To: PEMOUT
Subject: FW: Objection to proposed traffic order various locations at Menai Bridge - Swyddogol - Sensitif

Elli di weithredu ar y gwrthwynebiad isod, plis.

From: PEMOUT
Sent: 05 June 2015 16:37
To: PEMOUT
Subject: RE: Objection to proposed traffic order various locations at Menai Bridge

Dear

As requested I acknowledge receipt of your objection as set out below.

I will forward a copy to my colleague in the Legal Section with a request that she brings it to the attention of the officer in Highways who is dealing with the matter.

Yours sincerely,

From: PEMOUT
Sent: 05 June 2015 16:27
To: PEMOUT
Subject: Objection to proposed traffic order various locations at Menai Bridge

Dear Sir/Madam,

I wish to register my objection to the proposed outline in schedule 1 of your proposed traffic order for Menai Bridge various locations dated 14th May 2015.

- A. I wish to object on grounds of road safety. The current limited time parking on the high street has the effect of reducing any potential speeding traffic and allows a steady safe flow of traffic through the town.
- B. The second reason for objection is that the order would change the character of the high street and town, from a convenient small town/village feel to a effectively a through road.
- C. Any such proposal would have adverse effect on the local trading and businesses on the high street and well as other traders in the town. The provision of limited waiting parking is essential for the town to prosper. The only alternative parking would be the pay and display car parks, which are usually quite full at most times, this would deter any passing trade or the convenience of being able to pop in to a business for a few minutes.

I would be grateful if you would accept this as an official objection to the Order as a whole and would request an acknowledgment of receipt of this objection.

By email on 5th June 2015

A yw'r e-bost hwn wedi ei farcio'n 'Swyddogol-Sensitif'? Os ydyw, rhaid i chi ystyried a oes gennych hawl i'w ddyblygu, ei argraffu neu ai anfon ymlaen. Os oes, sicrhewch os gwelwch yn dda fod yr e-bost ynghyd ag unrhyw atodiadau'n cael eu marcio'n 'Swyddogol-Sensitif'. Eich cyfrifoldeb chi yw sicrhau fod mesurau'n cael eu cymryd i ddiogelu, storio a chael gwared ar y wybodaeth mewn modd priodol. Mae hyn yn golygu fod rhaid diogelu'r wybodaeth gyda chyfrinair neu ei chadw mewn cwpwrdd ffeilio y mae modd ei glori. Rhaid cael gwared ar ddogfennau 'Swyddogol-Sensitif' yn y biniau gwastraff y mae modd eu cloi. Os ydych yn ansicr ynghylch sut i ddefnyddio gwybodaeth 'Swyddogol-Sensitif', yna cysylltwch os gwelwch yn dda gyda llywodgwyb@ynysmon.gov.uk

Has this e-mail been marked 'Official-Sensitive'? If so you must consider whether you have the right to duplicate, print or forward it on. If so please ensure that the e-mail and any attachments are marked as 'Official-Sensitive'. It is your responsibility to ensure that appropriate measures are taken to protect, store and dispose of this information properly. This means that the information must be password protected or kept in a lockable filing cabinet. 'Official-Sensitive' documents must be disposed of in the lockable waste bins. If you are unsure about how to use Official-Sensitive information please contact infogov@anglesey.gov.uk

Dear Sir/Madam,

I wish to register my objection to the proposals outlined in Schedule 1 of your proposed traffic order for Menai Bridge (Various locations) dated 14th May 2015.

1) I wish to object on the grounds of road safety. The removal of the time limited parking will have an adverse effect on road safety. At present the limited parking area acts as an informal traffic/speed calming measure. It has the effect of reducing the speed that vehicles travel along High Street in particular. The removal of such will enable traffic to travel at a greater speed without any calming measure in place. I feel that it will also increase the use of the pedestrian controlled area as an area to pick up and drop off with the resulting decrease in the safety of pedestrians of all ages.

2) My second reason for the objection is that such an order will have a detrimental effect on the character of the High Street. It will change from a "village" effect to a through road. A place where people will not stop but travel through. As a result of this the amenities in the area will also suffer.

3) The A545 is already a designated Go Safe enforcement site. Any removal of "natural" traffic calming measures will have a greater effect on road safety in what is already recognised by the law enforcement agencies as a high risk area.

4) Any such proposal will have an adverse effect on the local trading and traders on the High Street and beyond. The provision of limited waiting is essential to allow businesses to prosper.

I would be grateful if you would accept this as an official objection to the Order as a whole and I request acknowledgment of receipt of this objection.

By email on 3rd June 2015

A yw'r e-bost hwn wedi ei farcio'n 'Swyddogol-Sensitif'? Os ydyw, rhaid i chi ystyried a oes gennych hawl i'w ddyblygu, ei argraffu neu ai anfon ymlaen. Os oes, sicrhewch os gwelwch yn dda fod yr e-bost ynghyd ag unrhyw atodiadau'n cael eu marcio'n 'Swyddogol-Sensitif'. Eich cyfrifoldeb chi yw sicrhau fod mesurau'n cael eu cymryd i ddiogelu, storio a chael gwared ar y wybodaeth mewn modd priodol. Mae hyn yn golygu fod rhaid diogelu'r wybodaeth gyda chyfrinair neu ei chadw

1300

2022024

Dear Sirs/Madam,

Concerning the removal of parking on the high street of Menai Bridge.

We feel that the shops and small businesses of Menai Bridge need all the short stay parking that is available, any reduction in parking spaces would result in a loss of trade.

Due to the hard work of the many small businesses making a successful effort to trade and do business, Menai Bridge in the recent years has become a thriving village. And proposals such as removing parking can threaten this.

Not only will the removal of parking on the high street lead to less people been able to stop to shop, but will also open up the town to becoming a through road. Resulting in the increase of speed of the traffic through the village and making it a danger to pedestrians... and so becoming a less safe and friendly environment for people to spend time exploring the village and all it has to offer.

A point I would also like to make... I myself take many deliveries every year to Beaumaris and other towns and villages beyond... sometimes up to 8 times a week. This requires me to drive through the high street of Menai Bridge where the proposed parking spaces are to be removed. I can say that I have never experienced any undue issues with getting through.

So removing the parking on the high street would result in a loss of trade, increase the speed of the traffic making it less safe, turn the town into a through road, and change the very nature of the town as a place to stop shop and spend some time...to a through town to pass by, destroying what the hard working business community of Menai Bridge have worked so hard to create.

We feel the proposal to remove the parking on the high street would be heavily detrimental to the town of Menai Bridge.

Yours Sincerely

ISLE OF ANGLESEY COUNTY COUNCIL
5 JUN 2015

4th June 2015.

Re: Proposal to prevent parking on Menai Bridge High Street.

Dear Sir,

I wish to register my objection to the above proposal.

Car parking here after 10a.m. is very difficult indeed, often impossible in fact. Limited parking therefore is vital to all shopkeepers and businesses on the High Street in order to continue trading. Many of these businesses are second or third generation, most are privately owned, all are employers of local people, in all over 200, whose livelihood is seriously threatened by this proposal.

This is the only town on Anglesey, possibly in the whole of the UK, that has 100% retail occupancy, itself evidence that people do want to shop here if only for a short period.

There is currently a movement for the regeneration of the High Street throughout the Country, why therefore counter this trend at Menai Bridge? a thriving, successful town into which many people have put in a huge effort to establish businesses here in a town of which Anglesey can be very proud.

Errors in implementing proposals such as this in other towns on the island e.g. Holyhead has had a catastrophic effect on businesses, very many having to close down due to lack of trade leaving unsightly boarded up premises, a trend which once it begins cannot be stopped nor reversed as shoppers change their habits and settle into the out of town shopping trend. This change is often the end of many communities.

From our premises at Bridge Street we have one window which looks directly along the High Street, from here we can see all traffic movements from 9 till 5, 6 days per week and having done so for the past 28 years, I can assure you that whenever the street is free of parked cars then traffic passing through does so at an alarming speed and it will only be a matter of time should this proposal be passed that a major accident or fatality will occur. Rarely does traffic have to wait more than 2 minutes before passing from one end to the other, something to be expected when passing through any town centre or built up area.

This proposal only increases the stress incurred in running any High Street business and creating employment, put forward by those who have no interest in the town whatsoever, clearly not supporters of local businesses, and consider it only to be a highway to their own destination.

Petitions favouring the approval of this proposal have been left at various locations locally by one retired lady who has no interest in the town or its future, safe in the comfort of a retirement income with no regard to the careers of those employed here, with new mortgages and family commitments, wages which would be spent back in the town making it the success it is today. The few tourist coaches passing through to Beaumaris are only a seasonal occurrence, bring no income or benefit to Menal Bridge, arrive at Beaumaris and, from speaking to business owners there, mostly browse the shops but spend little, thus contributing very little to the economy which is reflected by the number of empty shops there. Years of hard work and serious financial commitment by business owners has made this town the success it has become today, the envy of many other towns, proof that with proper parking facilities and consideration for shoppers needs a little town like this can prosper. Clearing the High Street of all parking to ease the passage for tourist company coaches, thus creating empty shops will only give the impression of a run down area and will be of no help to this town nor any other close to it.

I trust that you will give the above your earnest consideration.

Yours faithfully

3 June 2015

Dear Mr Jones

ISLE OF ANGLESEY (TRAFFIC REGULATION ORDER) (VARIOUS LOCATIONS MENAI BRIDGE) 2015

I am writing in response to the intention to introduce the above Order, as a resident of Menai Bridge and an owner of a business located on Bridge Street. I trust that the Council has followed all the statutory consultation procedures in relation to the Order, but I wish to voice my disappointment at the lack of informal consultation and the fact that there has been no effort to gauge the opinion of the town's residents, or the businesses located in the town centre, businesses that will directly and negatively impacted by the proposed development – this is especially disappointing when the proposed changes have arisen as a result of a request by a member of the public in the first place.

My observations relate specifically to the proposal to abolish the parking spaces on the west side of Bridge Street, although I am of the view that the overall reduction in the number of parking spaces will have a detrimental impact on the town in its entirety.

Over the last few years Menai Bridge has prospered, and this is something that should be a matter of great pride to the residents, business owners, the Town Council and County Council. One of the principal reasons for this is the number of small businesses that have been established recently along the high street, adding to several successful long-established businesses. The Council has demonstrated its commitment to assisting these businesses by its business rate rebate scheme, and it would be a shame if this development undermined this recent prosperity.

Careful consideration should be given prior to the introduction of any new measures, even if they appear innocuous, that could pose any threat to this success. I would be interested to know whether any impact assessment has been conducted in relation to the likely effect on visitor numbers and the economy as a result of abolishing parking spaces on the street. In such a precarious economic period, the Council should be extremely cautious before introducing any change without considering all the possible consequences. It is certain that eliminating free parking spaces will not increase visitor numbers in Menai Bridge, or make it a more attractive and convenient destination.

Menai Bridge's central location has added to its success: it is a convenient location to stop on the way to Beaumaris, Bangor, Llanfairpwll etc. The existence of some short-term free parking spaces undoubtedly attracts people here to shop. Our business certainly benefits

greatly from the parking spaces immediately outside our shop. If these spaces in particular were eliminated in future, I am certain that it would have a huge impact on our customers and our business. I am not exaggerating in stating that the reduction of free parking spaces in close proximity could lead us to having to close our business.

A number of the businesses in Menai Bridge are, like us, shops that sell 'low value' goods (in our case, greetings cards, books, gifts etc). By forcing people to pay to park in a car park only to dash to a convenient shop to buy comparatively inexpensive goods, they will be attracted more to out-of-town shopping areas with free parking, or to supermarkets. This point hardly needs reinforcing; you only need to consider the nearby towns without sufficient free parking to see the impact on their high streets (e.g. Bangor, Llangefni, etc). In addition, a number of the businesses are very dependent upon people who wish to shop during working hours (e.g. older people and parents with young children – these are the people who place the greatest importance on convenient parking spaces.

I am certain that road and pedestrian safety is one of the factors on which these changes are based. However, although there is occasional traffic congestion, it is only during the 6-week summer holiday period during the rush-hour when it causes any problems. The parking along one side of the street also slows down the traffic through the town centre. On both sides of the high street, cars can be observed exceeding the 30mph limit, but they are forced to slow down when passing through the town centre. This is beneficial in relation to pedestrian safety, by giving more opportunities for them to safely cross the road, and also avoids the need for traffic calming measures. If one of the concerns is the congestion across the junction at Menai Bridge square, has the idea of creating a 'box junction' been considered to alleviate the problem?

There is no doubt that decreasing the number of free parking spaces will have a negative impact on the number of local people and visitors to Menai Bridge. As the Council and Town Councillors evidently wish Menai Bridge's commercial success to continue, I would propose at the very least, if this proposal must proceed, that the same number of short-term free parking spaces be offered in one of the town's car parks. This would be a positive gesture of good will and a sign of the Council's eagerness to continue to nurture the area's economic success.

I'm certain that this Order is based on firm evidence, and that some modification is necessary to the parking arrangements in Menai Bridge. However, I don't believe that the right solution has been found here, and that any solution must safeguard the town's businesses: without the prosperity of small businesses, Menai Bridge will not be such a desirable place in which to live and work. I very much hope that serious consideration will be given to all these aspects (and a further opportunity to consult with the affected businesses) before the details of this Order are confirmed.

Yours sincerely,

ADAIN GYFREITHIOL

- 5 JUN 2015

LEGAL SECTION

3 Mehefin 2015

Annwyl Mr Jones

GORCHYMYN CYNGOR SIR YNYS MÔN (GORCHYMYN RHEOLI TRAFFIG) (AMRYW LEOLIADAU PORTHAETHWY) 2015

Rwy'n ymateb i'r bwriad i gyfiwyno'r Gorchymyn uchod fel un o drigolion Porthaethwy ac fel perchennog busnes sydd wedi'i leoli ar Stryd y Bont.

Yn gyntaf, rwy'n hyderu bod y Cyngor wedi dilyn yr holl brosesau ymgynghori statudol ynghylch y Gorchymyn, ond hoffwn ddatgan fy siom na fu mwy o gyfle am ymgynghori anffurfiol ac i ofyn am farn y trigolion, ac yn benodol, y busnesau a fydd yn cael eu heffeithio'n uniongyrchol ac yn negyddol gan y datblyglad arfaethedig – yn enwedig gan mai canlyniad i gais gan aelod o'r cyhoedd yw'r gorchymyn arfaethedig yn y lle cyntaf.

Mae fy sylwadau isod yn ymwneud yn benodol â'r bwriad i ddiddymu'r llecynnau parcio ar ochr orllewinol Stryd y Bont, er fy mod o'r farn y bydd y lleihad cyffredinol yn nifer y llefydd parcio yn cael effaith andwyol ar y dref yn ei chyfanwydd.

Mae Porthaethwy yn y blynyddoedd diwethaf wedi ffynnu, a dylai hyn fod yn destun balchder i'r trigolion, masnachwyr, y Cyngor Tref a'r Cyngor Sir. Un o'r prif resymau am hyn yw'r nifer o fusnesau bychan sydd wedi sefydlu'n llwyddiannus yn ddiweddar ar hyd y stryd fawr, gan ychwanegu at y nifer o fusnesau sydd wedi hen sefydlu yn y Borth. Mae'r Cyngor wedi dangos ei ymrwymiad i gelsio cynnal y busnesau hyn drwy atal y Dreth Fusnes, a byddai'n drueni petai'r datblyglad hwn yn tansellio'r ffyniant a welwyd yn ddiweddar.

Rhaid ystyried yn ofalus iawn cyn cyfiwyno unrhyw fesurau, waeth pa mor fach y maent yn ymddangos, allai fygwth y llwyddiant hwn mewn unrhyw ffordd. Hoffwn wybod a oes unrhyw asesiad effaith wedi'i gynnal mewn perthynas â'r effaith ar nifer yr ymwelwyr a'r economi a ddaw yn sgil atal y parcio ar y strydoedd. Mewn cyfnod economaidd mor fregus, dylid bod yn wylladwrus iawn cyn cyfiwyno unrhyw newid heb ystyried yn union beth fydd ei effaith. Yn sicr, ni fydd diddymu llefydd parcio am ddim yn cynyddu nifer yr ymwelwyr i'r Borth, nac ychwaith yn ei gwneud yn fwy cyfleus iddynt ymweld â'r dref.

Does dim dwywaith ychwaith bod lleoliad Porthaethwy fel cyrchfan cyfleus mewn car wedi ychwanegu at y llwyddiant hwn: mae'n lleoliad hwylus i stopio ar y ffordd I Fiwmares, Bangor, Llanfairpwll, Llangefni ac ati. Mae rhywfaint o lefydd parcio byr-dymor am ddim yn denu pobl yma i wneud rhywfaint o'u siopa. Mae ein busnes ni yn sicr eiwa'n fawr iawn o'r llefydd parcio yn union y tu allan i'r siop. Petai'r llefydd yma yn cael eu diddymu yn y dyfodol, rwy'n hollol sicr y byddai'n cael effaith enfawr ar ein cwsmeriaid ac ar ein busnes.

Nid wyf yn gorddweud wrth ddatgan y gallai cwtoigi ar nifer y llefydd parcio am ddim ein harwain i orfod cau'r siop.

Mae nifer o fusnesau Porthaethwy yn rhal, fel ein siop ni, sy'n gwerthu nwyddau 'gwerth isel', (yn ein hachos ni, cardiau cyfarch, llyfrau, anrhegion ac ati). Drwy orfodi pobl i dalu am barcio mewn maes parcio er mwyn lddynt bicio i siop gyfleus am nwyddau cymharol rad, byddant yn cael eu denu fwyfwy tuag at leoliadau allan o ganol trefi sydd â meysydd parcio pwrpasol, neu i'r archfarchnadoedd. Nid oes angen profi'r pwynt yma, does dim ond angen edrych ar yr holl drefi cyfagos sydd heb barcio am ddim i weld beth sydd wedi digwydd i'r strydoedd mawr (ee Bangor, Llangefni, ac ati). Yn ogystal, mae nifer o'r busnesau yn ddibynnol iawn ar bobl sy'n dymuno siopa yn ystod oriau gwaith (ee. pobl hŷn a rhieni & phlant ifanc) – sef yr union bobl y mae llefydd parcio hwylus yn bwysig iawn lddynt.

Rwy'n sicr bod diogelwch ar y stryd i gerddwyr ac i geir yn un o'r ffactorau y tu ôl i'r newidiadau hyn. Fodd bynnag, er y ceir peth tagfeydd traffig yma, dim ond yn ystod cyfnod 6-wythnos gwyllau'r haf, a hynny yn ystod oriau brig y prynhawn y mae unrhyw wir broblem. Mae'r parcio ar un ochr y stryd hefyd yn arafu'r traffig drwy ganol y dref. Ar y naill ben a'r liall o'r stryd fawr mae ceir yn gyrru'n gyflymach na'r terfyn o 30 mya yn gyson, ond maent yn gorfod arafu tra'n pasio drwy'r dref. Mae hyn yn fanteisiol o ran diogelwch i gerddwyr, yn rhoi mwy o gyfle i gerddwyr groesl'r ffordd yn ddiogel ac yn osgol'r angen am fesurau i arafu a lliniaru traffig drwy'r canol. Os mai un o'r rhesymau y tu ôl i'r newid yw'r tagfeydd traffig ar gyffordd sgwâr y Borth, beth am roi 'box junction' yno a gweld a fydd hynny'n lleihau'r broblem?

Does dim amheuaeth y bydd cwtoigi ar nifer y llefydd parcio rhad ac am ddim yn cael effaith negyddol ar nifer y bobl leol a'r ymwelwyr a ddaw i Borthaethwy. Gan fod y Cyngor a'r Cynghorwyr Sir a Thref yn amlwg yn dymuno i lwyddiant masnachol Porthaethwy barhau, credaf mai'r peth lleiaf y gellid ei gynnig, os mynnir parhau â'r bwriad hwn, fyddai creu yr un nifer o lefydd parcio byr-dymor am ddim yn un o feysydd parcio'r dref. Byddai hyn yn arwydd pendant o ewyllys da i'r trigollon ac yn arwydd o'r awydd i barhau i feithrin lwyddiant economaidd yr ardal.

Rwy'n sicr bod tystiolaeth yn sail i'r Gorchymyn hwn a bod angen rhal addasiadau a newidiadau i'r trefniadau parcio ym Mhorthaethwy. Fodd bynnag, ni chredaf mai dyma'r ateb cywir; rhaid i'r datrysiad ddiogelu'r busnesau yn y dref: heb lwyddiant y busnesau bach ni fydd Porthaethwy ychwaith yn lle mor ddymunol i fyw ac i weithlo ynddo. Rwy'n mawr obeithlo y rhoddir ystyriaeth ddifrifol i'r agweddau hyn (a chyfle pellach i ymgynghori â'r busnesau a effeithir) cyn y cadarnheir manyllon y Gorchymyn.

Yn gywir,



June 3rd 2015

Mr. Arthur Owen,
Director of Sustainable Development,
Cyngor Sir Ynys Mon,
Swyddfa'r Cyngor,
Llangefni,
LL77 7TW.

ISLE OF ANGLESEY COUNTY COUNCIL

4 JUL 2015
PRIFYFDD, TRAFNIDIAETH A C EIDD
HIGHWAYS, TRANSPORT AND COUNCIL SERVICES

Dear Mr. Owen,

At our recent Branch meeting it was brought to our attention that parking spaces in Menai Bridge were to be lost. As we have many members in the town we feel that we should fight on their behalf to try and keep these spaces, as losing them will have a detrimental effect on their businesses and there is already talk of some businesses closing.

Parking has become a major problem in the town both from the business point of view and the tourist point of view – one of which depends on the other to a large extent. For months now the public Car Park at the rear of the High Street has become anything but public as it has virtually been taken over by the Contractors working on the Marine Science Building .

Rumour has it that the construction work is to end soon but even then it is understood that there will be insufficient parking for the staff and students on the site and the public car park will still be largely taken over.

Any further loss of parking spaces in the town could prove disastrous to businesses in the town.

We hope that you can support us in this matter. According to the published Road Traffic Order objections were to be received by the 5th June, 2015.

Yours Sincerely

Reply to:

DEWI R. WILLIAMS B.Sc., C.Eng., FICE, CIHT
Pennaeth Gwasanaeth - Amgylchedd a Thechneg
Head of Service - Environment and Technical

CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL
Swyddfa'r Sir
LLANGFNI
Ynys Môn - Anglesey
LL77 7TW

ffôn / tel: (01248) 752300 ffacs / fax: (01248) 72483

Gofynnwch am - Please ask for: Mr D R Williams

ffôn / tel: (01248) 752303

E-Bost - E-mail: pem@anglesey.gov.uk
Ein Cyf - Our Ref. DRWWF/025.00.39

Eich Cyf - Your Ref. -

5th June 2015

Dear

PARKING SPACES IN MENAI BRIDGE

I refer to your letter of the 3rd June 2015 addressed to Arthur Owen regarding the above.

It would be interesting to note if at your recent Branch meeting whether any representatives from Beaumaris were present. I have over the years received many complaints from Beaumaris, Llandegfan and elsewhere regarding traffic delays in Menai Bridge, caused in the main by the four parking bays on the High Street. These delays have grown from peak times to most of the day, thus the problem must be addressed, as without free traffic flow the town of Menai Bridge will also suffer eventually.

An additional factor is that a high proportion of these spaces are used by staff working in the high street shops, who only move their cars when my Parking Attendants are in the town. Unfortunately, these parking officers are unable to be present in Menai Bridge throughout the day.

Your comments regarding contractors parking in the car park are noted, but this is only a temporary measure.

Yours sincerely

DEWI WILLIAMS
HEAD OF SERVICE (ENVIRONMENT AND TECHNICAL)

Copy to: Dewi W Roberts

M022837

7394

From:
Sent: 08 June 2015 09:47
To: PEMHT
Subject: FW: Parking at Menai Bridge

ISLE OF ANGLESEY COUNTY COUNCIL

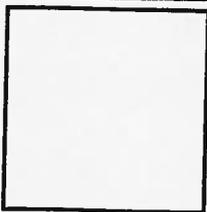
From:
Sent: 08 June 2015 09:43
To: PEMOIT
Cc:
Subject: FW: Parking at Menai Bridge

- 8 JUN 2015

FFILE FILE
ATTN

From:
Sent: 04 June 2015 14:17
To:
Subject: Parking at Menai Bridge

I strongly object to the new proposed parking restrictions in Menai Bridge. I have been trading here in the village for the past 21 years and due to the parking plans I am looking to relocate. I have offered a good service both commercial and retail to the public and have been told we will be missed. The only problem here has always been parking. If the council wishes to have clear roads through the village then they should create a new parking ground. The car parks here are always full from first thing in the morning. The car park at the back of the Bulkeley Hotel is taken by college staff and vehicles working on the college (do they pay?) Can I suggest that the council could relocate the football field? (It is always wet I hear) or maybe purchase the ground owned by [redacted] to create parking spaces. There is so much talk about KEEP THE VILLAGE SHOPS OPEN but our council do not agree.



This email has been checked for viruses by Avast antivirus software.
www.avast.com

A yw'r e-bost hwn wedi ei farcio'n 'Swydddogol-Sensitif'? Os ydyw, rhaid i chi ystyried a oes gennych hawl i'w ddyblygu, ei argraffu neu ai anfon ymlaen. Os oes, sicrhewch os gwelwch yn dda fod yr e-bost ynghyd ag unrhyw atodiadau'n cael eu marcio'n 'Swydddogol-Sensitif'. Eich cyfrifoldeb chi yw sicrhau fod mesurau'n cael eu cymryd i ddiogelu, storio a chael gwared ar y wybodaeth mewn modd priodol. Mae hyn yn golygu fod rhaid diogelu'r wybodaeth gyda chyfrinair neu ei chadw mewn cwpwrdd ffeilio y mae modd ei gloi. Rhaid cael gwared ar ddogfennau 'Swydddogol-Sensitif' yn y biniau gwastraff y mae modd eu cloi. Os ydych yn ansicr ynghylch sut i ddefnyddio gwybodaeth 'Swydddogol-Sensitif', yna cysylltwch os gwelwch yn dda gyda llywodgwyb@ynysmon.gov.uk

Has this e-mail been marked 'Official-Sensitive'? If so you must consider whether you have the right to duplicate, print or forward it on. If so please ensure that the e-mail and any attachments are marked as 'Official-Sensitive'. It is your responsibility to ensure that appropriate measures are taken to protect, store and dispose of this information properly. This means that the information

30th May 2015

**Mr Robyn W. Jones
Legal Services Manager
Isle of Anglesey County Council
Council Offices
Llangefni
LL77 7TW**

Dear Mr Robyn Jones

We run a retail business and a decorating business on the High Street in Menai Bridge (the family has done so for well over 100 years) and have been very concerned to see the latest Traffic Order regarding Menai Bridge and the effect which it will have on parking in the town.

Parking has become a major problem in the town both from the business point of view and the tourist point of view - one of which depends on the other to a large extent. For months now the public Car Park at the rear of the High Street has become anything but public as it has virtually been taken over by the Contractors working on the Marine Science Building to the extent of seeing their workmen standing at the entrance to the Car Park directing traffic and preventing access at times. Rumour has it that the construction work is to end soon but even then we understand that there will be insufficient parking for the staff and students on the site and the public car park will still be largely taken over.

Any further loss of parking spaces in the town could prove to be disastrous and although it is understood that the citizens of Beaumaris, Llandegfan, Llangoed etc. support the prevention of parking on the High Street surely priority must be given to the views of Menai Bridge and the danger that this could be to businesses in the town. It is hoped that the Town Council of Menai Bridge will see it as their duty to defend the business community and not calmly accept the situation and the possibility that some businesses will shut down.

ADAIN GYFREITHIOL
...../2

- 2 JUN 2015

LEGAL SECTION

Letter dated 30th May 2015 to Mr Robyn W. Jones (contd...../2)

In your traffic order you say that the prevention of parking on the High Street is proposed for road safety reasons and to ensure the free flow of traffic. Living as we do on the High Street we are witnesses to the 'free flow' which occurs in the evening when the parking spaces are often empty. The speed with which vehicles travel along the High Street is anything but conducive to road safety

We very much hope that you will take due note of our objections

Yours sincerely

From:
Sent: 14 April 2015 09:54
To: PEMHT
Subject: Re : Ref. 025.00.39/EL/SWD/M020910 Proposed Traffic Order Various Locations Menai Bridge

Dear

The above order was considered in our meeting, the following observations and comments were made for the proposed order, as follows :-

No Observations - Concerns were raised about speeding, parking and retail closures and that the proposed measures could 'kill off' small businesses especially in view that most problems occur during the summer.

The suggests to the County Council that the removal of the High Street parking bays, should be between May and August, rather than all year round. It was also reported that many of the shop owners use the current parking facilities themselves.

Regards,

A yw'r e-bost hwn wedi ei farcio'n 'Swyddogol-Sensitif'? Os ydyw, rhaid i chi ystyried a oes gennych hawl i'w ddyblygu, ei argraffu neu ai anfon ymlaen. Os oes, sicrhewch os gwelwch yn dda fod yr e-bost ynghyd ag unrhyw atodiadau'n cael eu marcio'n 'Swyddogol-Sensitif'. Eich cyfrifoldeb chi yw sicrhau fod mesurau'n cael eu cymryd i ddiogelu, storio a chael gwared ar y wybodaeth mewn modd priodol. Mae hyn yn golygu fod rhaid diogelu'r wybodaeth gyda chyfrinair neu ei chadw mewn cwpwrdd ffeilio y mae modd ei gloi. Rhaid cael gwared ar ddogfennau 'Swyddogol-Sensitif' yn y biniau gwastraff y mae modd eu cloi. Os ydych yn ansicr ynghylch sut i ddefnyddio gwybodaeth 'Swyddogol-Sensitif', yna cysylltwch os gwelwch yn dda gyda cyfraithpolisi@ynysmon.gov.uk

Has this e-mail been marked 'Official-Sensitive'? If so you must consider whether you have the right to duplicate, print or forward it on. If so please ensure that the e-mail and any attachments are marked as 'Official-Sensitive'. It is your responsibility to ensure that appropriate measures are taken to protect, store and dispose of this information properly. This means that the information must be password protected or kept in a lockable filing cabinet. 'Official-Sensitive' documents must be disposed of in the lockable waste bins. If you are unsure about how to use Official-Sensitive information please contact legalpolicy@anglesey.gov.uk

OFFICE OF ANGLESEY COUNTY COUNCIL

14 APR 2015

SWYDDOGOL-SENSITIF/
OFFICIAL-SENSITIVE

From: PEMHT
Sent: 08 June 2015 12:07
To: cyngordref@hotmail.com
Subject: Proposed Traffic Order, Various Locations, Menai Bridge (025.00.39 / M022757)

Dear Sir/Madam,

Thank you for your e-mail and enclosure of the 4th June, 2015 relating to the above mentioned. The Order is currently at the Notice of Proposal stage which ended on the 5th June, 2015.

A number of objections/observations have been received during the advertising period and these will be reported to the Planning and Orders Committee at the earliest opportunity.

You will be notified of the Committee's decision in due course.

Yours faithfully,

pp. DEWI ROBERTS

CHIEF ENGINEER (TRAFFIC AND TRANSPORT)

A yw'r e-bost hwn wedi ei farcio'n 'Swyddogol-Sensitif'? Os ydyw, rhaid i chi ystyried a oes gennych hawl i'w ddyblygu, ei argraffu neu ai anfon ymlaen. Os oes, sicrhewch os gwelwch yn dda fod yr e-bost ynghyd ag unrhyw atodiadau'n cael eu marcio'n 'Swyddogol-Sensitif'. Eich cyfrifoldeb chi yw sicrhau fod mesurau'n cael eu cymryd i ddiogelu, storio a chael gwared ar y wybodaeth mewn modd priodol. Mae hyn yn golygu fod rhaid diogelu'r wybodaeth gyda chyfrinair neu ei chadw mewn cwpwrdd ffeilio y mae modd ei gloi. Rhaid cael gwared ar ddogfennau 'Swyddogol-Sensitif' yn y biniau gwastraff y mae modd eu cloi. Os ydych yn ansicr ynghylch sut i ddefnyddio gwybodaeth 'Swyddogol-Sensitif', yna cysylltwch os gwelwch yn dda gyda llywodgwyb@ynysmon.gov.uk

Has this e-mail been marked 'Official-Sensitive'? If so you must consider whether you have the right to duplicate, print or forward it on. If so please ensure that the e-mail and any attachments are marked as 'Official-Sensitive'. It is your responsibility to ensure that appropriate measures are taken to protect, store and dispose of this information properly. This means that the information must be password protected or kept in a lockable filing cabinet. 'Official-Sensitive' documents must be disposed of in the lockable waste bins. If you are unsure about how to use Official-Sensitive information please contact infogov@anglesey.gov.uk