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

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Prif Weithredwr – Chief Executive
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RHYBUDD O GYFARFOD	NOTICE OF MEETING
PWYLLGOR CYNLLUNIO A GORCHMYNION	PLANNING AND ORDERS COMMITTEE
DYDD MERCHER, 5 AWST, 2020 am 1.00 o'r gloch yp	WEDNESDAY, 5 AUGUST 2020 at 1.00 pm
CYFARFOD RHITHIOL (AR HYN O BRYD NID OES MODD I'R CYHOEDD FYNYCHU'R CYFARFOD)	VIRTUAL MEETING (AT PRESENT MEMBERS OF THE PUBLIC ARE UNABLE to ATTEND)
Swyddog Pwyllgor	Mrs Mairwen Hughes 01248 752516 Committee Officer

AELODAU / MEMBERS

Cynghorwyr / Councillors:

**John Griffith
Glyn Haynes
T LI Hughes MBE
K P Hughes
Vaughan Hughes
Richard O Jones (Is-Gadeirydd/Vice-Chair)
Eric Wyn Jones
Bryan Owen
Dafydd Roberts
Nicola Roberts (Cadeirydd/Chair)
Robin Williams**

At present this Committee is not being webcast live. A recording of the meeting will be made available on the Council's website as soon as possible.

A g e n d a

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.

MEMBERS OF THE PLANNING AND ORDERS COMMITTEE

Councillors:

**John Griffith
Glyn Haynes
T LI Hughes MBE
K P Hughes
Vaughan Hughes
Richard O Jones (Is-Gadeirydd/Vice-Chair)
Eric Wyn Jones
Bryan Owen
Dafydd Roberts
Nicola Roberts (Cadeirydd/Chair)
Robin Williams**

INDEX – The Link to the Public Register is provided for each individual application as shown.

1 APOLOGIES

2 DECLARATION OF INTEREST

To receive any declaration of interest by any Member or Officer in respect of any item of business.

3 MINUTES_(Pages 1 - 8)

To submit, for information, the minutes of the previous meeting of the Planning and Orders Committee held on 1 July, 2020.

4 SITE VISITS

No site visits convened.

5 PUBLIC SPEAKING

6 APPLICATIONS THAT WILL BE DEFERRED

None to be considered by this meeting.

At present this Committee is not being webcast live. A recording of the meeting will be made available on the Council's website as soon as possible.

7 APPLICATIONS ARISING_ (Pages 9 - 28)

7.1 – 19C1231 - Cae Rhos Estate, Porthdafarch Road, Holyhead.

https://ioacc.force.com/s/papplication/a1G4H00000HzFxcEAF/19c1231?language=en_GB

7.2 – FPL/2019/223 - Pen-Wal Bach, Pen Lon, Newborough.

https://ioacc.force.com/s/papplication/a1G4H00000Jt1YBUAZ/fpl2019223?language=en_GB

8 ECONOMIC APPLICATIONS

None to be considered by this meeting.

9 AFFORDABLE HOUSING APPLICATIONS

None to be considered by this meeting.

10 DEPARTURE APPLICATIONS_ (Pages 29 - 48)

10.1 –VAR/2020/14 – Neuadd, Cemaes

https://ioacc.force.com/s/papplication/a1G4H00000M6rguUAB/var202014?language=en_GB

10.2 – 18C223M/VAR – Caerau, Llanfairynghornwy

https://ioacc.force.com/s/papplication/a1G4H00000HzHJ6EAN/18c223mvar?language=en_GB

10.3 – VAR/2020/15 – Tithe Barn, Henblas, Bodorgan

https://ioacc.force.com/s/papplication/a1G4H00000M6snOUAR/var202015?language=en_GB

10.4 – VAR/2020/28 - Garreg Fawr, Lôn Garreg Fawr, Trearddur Bay

https://ioacc.force.com/s/papplication/a1G4H00000MffCLUAZ/var202028?language=en_GB

11 DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS_ (Pages 49 - 74)

11.1 – HHP/2020/82 – Erw Goch, Brynsiencyn

https://ioacc.force.com/s/papplication/a1G4H00000MJaAGUA1/hhp202082?language=en_GB

11.2 – OP/2019/17 – Tre Angharad, Bodedern

https://ioacc.force.com/s/papplication/a1G4H00000IwxWIUAZ/op201917?language=en_GB

11.3 – FPL/2020/73 – Parciau, Llanddaniel

https://ioacc.force.com/s/papplication/a1G4H00000MffKcUAJ/fpl202073?language=en_GB

12 REMAINDER OF APPLICATIONS_ (Pages 75 - 170)

12.1 – VAR/2020/37- Clubroom and Club Shop, Cae Annar Leisure Centre, Kingsland Road, Holyhead

https://ioacc.force.com/s/papplication/a1G4H00000MgBnKUAV/var202037?language=en_GB

12.2 – VAR/2020/24 - A5025 between A5 East of Valley Junction to Power Station Cemaes

https://ioacc.force.com/s/papplication/a1G4H00000IwgyiUAB/var202024?language=en_GB

12.3 – FPL/2020/29 – 24 – 99 Maes Llwyn, Amlwch

https://ioacc.force.com/s/papplication/a1G4H00000M6rh9UAB/fpl202029?language=en_GB

At present this Committee is not being webcast live. A recording of the meeting will be made available on the Council's website as soon as possible.

13 OTHER MATTERS

None to be considered by this meeting.

PLANNING AND ORDERS COMMITTEE

Minutes of the virtual meeting held on 1 July, 2020

PRESENT:	Councillor Nicola Roberts (Chair) Councillor Richard Owain Jones (Vice-Chair) Councillors John Griffith, Glyn Haynes, Trefor Lloyd Hughes MBE, Kenneth Hughes, Vaughan Hughes, Eric Wyn Jones, Bryan Owen, Dafydd Roberts, Robin Williams
IN ATTENDANCE:	Chief Planning Officer (DFJ) (for item 13.1) Development Management Manager (NJ) Planning Built & Natural Environment Manager (JIW) Planning Officer (JR) Legal Services Manager (RJ) Committee Officer (ATH)
APOLOGIES:	None received
ALSO PRESENT:	Councillor Richard Dew (Portfolio Member for Planning and Public Protection)

The Chair welcomed all those present to this virtual meeting of the Planning and Orders Committee and asked everyone to introduce themselves.

1. APOLOGIES

There were no apologies for absence.

2. DECLARATION OF INTEREST

Declarations of interest were made as follows –

On the advice of the Legal Services Manager Councillors Bryan Owen and Vaughan Hughes declared a prejudicial interest with regard to application 12.2 on the agenda as School Governors of Ysgol Gyfun Llangefni and neither took part in the discussion or voting thereon.

Councillor Glyn Haynes declared a prejudicial interest with regard to application 12.3 on the agenda as School Governor of Ysgol Llanfawr, Holyhead and took no part in the discussion or voting thereon.

Councillor Kenneth Hughes clarified with regard to application 12.2 that although there was a family connection with the Head Teacher of Ysgol Gyfun Llangefni he had received legal advice that it was not necessary for him to declare an interest.

Councillor Nicola Roberts was advised by the Legal Services Manager in connection with application 12.2 that her daughter's attendance as a pupil at Ysgol Gyfun Llangefni did not constitute a prejudicial nor personal interest as the relationship did not result in any material gain over and above that of others involved in the matter.

3. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting of the Planning and Orders Committee held on 20 May, 2020 were presented and were confirmed as correct.

4. SITE VISITS

No site visits had been held since the previous meeting of the Planning and Orders Committee.

5. PUBLIC SPEAKING

There were no Public Speakers at this meeting of the Planning and Orders Committee.

6. APPLICATIONS THAT WILL BE DEFERRED

6.1 FPL/2019/223 – Full application for change of use of agricultural land into a seasonal tent camping site on land adjacent to Pen-Wal Bach, Pen Lon, Newborough

The Development Management Manager reported that the original plans included a single access point directly onto the A4080 to which the Highways Authority raised an objection. Amended plans have since been submitted which introduce an additional vehicular access onto the public highway to the west in order to address the objection. Officers require an opportunity to assess the implications of the amendment, and it also needs to be advertised. This process has been delayed by the current Covid-19 restrictions. Consequently the recommendation is that the application be deferred.

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

6.2 19C1231 – Outline application for the erection of 32 market dwellings and 4 affordable dwellings, construction of new vehicular and pedestrian access, provision of play area and open spaces together with full details of access and layout on land adjacent to Cae Rhos Estate, Porthdafarch Road, Holyhead

The Development Management Manager reported that a Traffic Assessment of the area was commissioned in response to concerns locally about traffic flow and the capacity of the road network in the vicinity of the proposal to accommodate the additional traffic which it would produce. The Highways Authority has now come to the conclusion that the increase in traffic from the proposed development is significant on a highway where there is existing danger and is unacceptable without an improvement that would reduce this danger. The applicant has requested a deferral to be allowed additional time to facilitate further discussions on the basis that enhancements by way of formalising the passing places on the western side of Porthdafarch Road are being proposed as part of the intended development and could be delivered through a planning condition. The recommendation is therefore to defer the application to enable further discussions to take place.

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

7. APPLICATIONS ARISING

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

8. ECONOMIC APPLICATIONS

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

9. AFFORDABLE HOUSING APPLICATIONS

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

10. DEPARTURE APPLICATIONS

10.1 VAR/2020/7 – Application under Section 73 for the variation of condition (02) (Approved Plans), (03) (Management and Maintenance Plan), (15) (Boundary Screen) of planning permission reference VAR/2019/34 (Erection of 4 flats) so as to change the drainage layout and provide details of boundary screen at 8 Ger y Mor, Rhosneigr

The application was presented to the Planning and Orders Committee as the proposal is contrary to policies of the Joint Local Development Plan but which the Local Planning Authority is minded to approve.

The Development Management Manager reported that the principle of the proposed development has been established with the approval on 16 November 2015 of an outline planning application for four open market flats. The proposed amendments are set out in the Officer's written report and these relate to the drainage layout and are considered acceptable. Details in relation to boundary screening are also provided in line with condition (15) of the previous permission and these too are considered acceptable. However, since the adoption of the Joint Local Development Plan, Rhosneigr is identified as a Local Service Centre under Policy TAI 5 which does not support the provision of open market housing. But given that the application site has an extant planning permission and given that the amendments are acceptable, the recommendation is to approve the application subject to the planning conditions listed and subject also to amending the date set out in condition (11) to read 1995 instead of 2013.

Councillor Richard O. Jones proposed, seconded by Councillor Trefor Lloyd Hughes, MBE that the application be approved in accordance with the Officer's recommendation.

It was resolved to approve the application in accordance with the Officer's recommendation and report subject to the planning conditions listed therein and subject also to correcting condition (11) as outlined.

10.2 VAR/2020/8 - Application under Section 73 for the variation of condition (02) (Crested Newt Statement), (04) (External Lighting), (12) (Drainage Details), (13) (erection of 3 dwellings) so as to vary the conditions by providing the requested information together with amending the dwelling design on land at Bryn y Felin, Newborough

The application was presented to the Planning and Orders Committee as it is a departure from the Development Plan which the Local Planning Authority is minded to approve.

The Development Management Manager reported that the application site lies within an Area of Outstanding Natural Beauty but the majority of the site falls outside the development boundary of Newborough as defined under the provisions of Policy PCYFF 1 of the Joint Local Development Plan (JLDP). However, the original application was approved in April 2017 prior to the adoption of the JLDP and is a material consideration in the assessment of the current application. In light of the extant planning consent therefore and given that the design amendments proposed are of a minor nature and are considered acceptable as is the information provided as part of the application to meet the conditions specified, the recommendation is to approve the application subject to the conditions listed and subject also to amending the date set out in condition (10) to read 1995 instead of 2013.

Councillor Robin Williams proposed, seconded by Councillor Richard O. Jones that that the application be approved in accordance with the Officer's recommendation.

It was resolved to approve the application in accordance with the Officer's recommendation and report subject to the planning conditions listed therein and subject also to correcting condition (10) as outlined.

10.3 VAR/2020/6 – Application under Section 73 for the variation of condition (01) of reserved matters permission reference RM/2019/6 (design of dwelling) so as to allow an amended design and removal of the garage on land at Tan Rallt, Carmel

The application was presented to the Planning and Orders Committee as the proposal is contrary to policies of the Joint Local Development Plan but which the Local Planning Authority is minded to approve.

The Development Management Manager reported that the application is made under Section 73 to vary condition (01) of reserved matters permission RM/2019/6 so as to amend the design of a dwelling that already has planning permission from 2016 prior to the adoption of the Joint Local Development Plan. Since the adoption of the JLDP, Carmel is identified as a Cluster where any new dwelling must be for an affordable local need on an infill site. Although the application is therefore contrary to Policy TAI 6 of the JLDP, given the site has an extant planning permission for an open market dwelling and given that the amendments are considered an improvement on that previously approved the recommendation is to approve the application subject to the conditions listed and with an additional condition to specify the time limits of the permission granted.

Councillor John Griffith proposed, seconded by Councillor Eric Jones that the application be approved in accordance with the Officer's recommendation

It was resolved to approve the application in accordance with the Officer's recommendation and report subject to the planning conditions listed therein and with an additional condition to specify the time limits of the permission granted.

11. DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS

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

12. REMAINDER OF APPLICATIONS

12.1 HHP/2020/37 – Full application for the erection of a private garage at Y Bwthyn, Llanddaniel

The application was presented to the Planning and Orders Committee having been called in for the Committee's consideration by a Local Member because it was felt the proposal complies with policies of the Joint Local Development Plan.

Councillor Robin Williams stated that as he now realised he was acquainted with the applicant he would not be taking part in the discussion or voting on the application.

The Development Management Manager reported that this is a retrospective application to retain a private garage at Y Bwthyn, Llanddaniel. The applicant confirms that the building is for private use and is required to house classic vehicles and a larger campervan which is owned by the applicant. The application site is located within a Special Landscape Area; the subject building in terms of scale, height and appearance is industrial and is typical of buildings that can be seen on industrial estates. Additionally, it is higher and has a greater floor area than the main dwelling house known as Y Bwthyn. Whilst there is no objection to the principle of the development, it is the Officer's opinion

that due to its industrial appearance and its height and scale the proposal is out of keeping with its context and does not complement or enhance the character of the site and is therefore contrary to Strategic Policy PS5, Policy PCYFF1 and Policy PCYFF3 of the Joint Local Development Plan. On this basis the recommendation is one of refusal. One letter of objection to the proposal has been received which cites scale, appearance and location as the reasons for objecting.

Councillor Eric Wyn Jones, a Local Member spoke in support of the application and said that the key issue is the proposal's compliance with policies of the JLDP. It was his opinion that the proposed garage is suitably located in and amongst other dwellings on both sides and, being well screened by trees and shrubs, it is not visible from the road. A commercial bus and taxi business is run nearby which includes a large vehicle maintenance shed. The application is for a garage not commercial building which will sit tidily in its corner without impeding on anyone. Given that the applicant's interest lies with classic vehicles the countryside location is essential for the proposal and is supported by Policy PCYFF1. Councillor Eric Jones referred further to Policies PCYFF2, PCYFF3, AMG2 and PPW and explained how he thought these policies supported the proposed development in terms of location, sustainability and in respecting the character of the surrounding area. Had he not believed this then he would not have called-in the application, nor would he be supporting it. The proposal meets the necessary requirements; the garage is needed to preserve vehicles which are of historical as well as monetary value. He therefore proposed that the application be approved contrary to the Officer's recommendations.

Councillor Kenneth Hughes thought that the suitability of the proposed garage within its setting is a matter of opinion and that it can be justified on the basis of policy. He noted further that the Community Council has not raised an objection to the proposal. He therefore seconded Councillor Eric Jones's proposal that the application be approved. Councillor Bryan Owen thought likewise and referred to buildings of a similar scale and appearance on the neighbouring site.

Councillor Dafydd Roberts said that the classic cars which the applicant wanted the garage to house could be accommodated by a more sympathetically designed building more appropriate to its location and purpose as a private garage than that proposed and that he was surprised by the scale of the building. The fact that there are various industrial type buildings on the neighbouring site which stores buses and regarding which there have been complaints, is no justification for another unsightly building. He added that he did not believe that the Community Council had had the opportunity to meet and properly discuss the application and that information may have been circulated amongst members only. Councillor Dafydd Roberts proposed that the application be refused in line with the Officer's recommendation.

Councillor John Griffith agreed and said that the proposal could be refused on several policy grounds e.g. Policy PCYFF1 which requires that a proposal demonstrates that its location in the countryside is essential. That does not hold true in the case of the application as the applicant has confirmed that the vehicles are currently being stored in the owner's yard elsewhere on the Island and that some would remain there. Neither does the proposal satisfy the expectations of Policy PCYFF3 that all proposals demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places nor Policy AMG2 which requires that appropriate consideration should be given to the scale and nature of a development to ensure it does not adversely impact on the landscape. Further, paragraph 6.1.6 of Planning Policy Wales specifies the appearance and function of a development, its scale and relationship with its surroundings as material considerations in determining an application. The proposed building is not an ordinary garage by virtue of its size and appearance and as the report states it is more akin to an industrial building which is out of keeping with the Special Landscape Area in

which it is located and which the Committee should be seeking to preserve for the future. He therefore seconded Councillor Dafydd Roberts's proposal of refusal.

In the ensuing vote on the matter, the proposal to refuse the application in accordance with the Officer's recommendation was carried.

It was resolved to refuse the application in accordance with the Officer's recommendation for the reason stated within the written report.

12.2 FPL/2020/71 – Full application for an extension containing a lift at Ysgol Gyfun Llangefni, Cildwrn Road, Llangefni

The application was presented to the Planning and Orders Committee as the Isle of Anglesey County Council is the applicant and landowner.

Having declared a prejudicial interest in this matter Councillors Vaughan Hughes and Bryan Owen did not take part in the discussion nor voting thereon.

The Development Management Manager reported that the application is for the erection of 2 storey, flat roof extension on the south eastern block of the school to provide a lift for pupils and staff to facilitate access to the first floor. No objections to the proposal have been raised locally. The proposal is considered acceptable in policy terms; the extension will fit in with the existing building without harming the amenities of nearby residential properties. The recommendation is therefore to approve the application.

Councillor Robin Williams proposed, seconded by Councillor Richard O. Jones that the application be approved in accordance with the Officer's recommendation.

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

12.3 FPL/2020/70 – Full application for an extension containing a platform lift at Ysgol Llanfawr, Holyhead

The application was presented to the Planning and Orders Committee as the Isle of Anglesey County Council is the applicant and landowner.

Having declared a prejudicial interest in this matter, Councillor Glyn Haynes did not take part in the discussion and voting thereon.

The Development Management Manager reported that the application is for alterations and extension so as to erect a 3 storey flat roof extension within a corner of the existing U-shaped building to incorporate a lift to provide greater accessibility for people using the school. The proposed development is considered acceptable in policy terms and the extension will integrate well into the existing building's character and appearance. Dwr Cymru has now provided observations in response to the application and proposes an additional condition with regard to water drainage. The recommendation is to approve the application.

Councillor Kenneth Hughes proposed, seconded by Councillor Eric Jones that the application be approved in accordance with the Officer's recommendation.

It was resolved to approve the application in accordance with the Officer's recommendation and report subject to the planning conditions listed therein and with an additional condition in relation to water drainage.

13. OTHER MATTERS

13.1 LBC/2020/1 – Listed Building Consent for new access, new fog signal and replacement solar panels at Trwyn Du Lighthouse, Penmon

The application was presented for the information of the Planning and Orders Committee in order to report on a procedural error in the determination of an application for Listed Building Consent to install a new access, new fog signal and replacement solar panels at Trwyn Du Lighthouse, Penmon.

The Chief Planning Officer reported that a Listed Building application was approved by Planning Function Officers under delegated powers despite initially being the subject of a Committee call-in by two Local Members. Despite securing the withdrawal of the call-in request by one of the Members no such request was made of the other Member and the application was approved by Officers under delegated powers on 15 April, 2020 with the notice of decision being issued on the same day. Upon discovering the error a retrospective request was made on 4 May, 2020 to the other Local Member which was rejected. Legal advice confirmed that the decision stood unless challenged and overturned in the Courts.

Subsequently a review of call-in procedures was undertaken and a summary of the findings is provided in the report. An audit of call-in requests over the last 12 months was also conducted and found that there were no other incidents of call-in applications being determined under delegated powers without prior discussion and agreement of Local Members. The findings of the review suggest that the failure to respond to the Elected Member's call-in request was as a result of human error. In order to improve the robustness of processes to mitigate against a recurrence, the actions listed in the table within the report have been implemented.

It was resolved to accept the report and its contents for information purposes.

**Councillor Nicola Roberts
Chair**

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Planning Committee: 05/08/2020

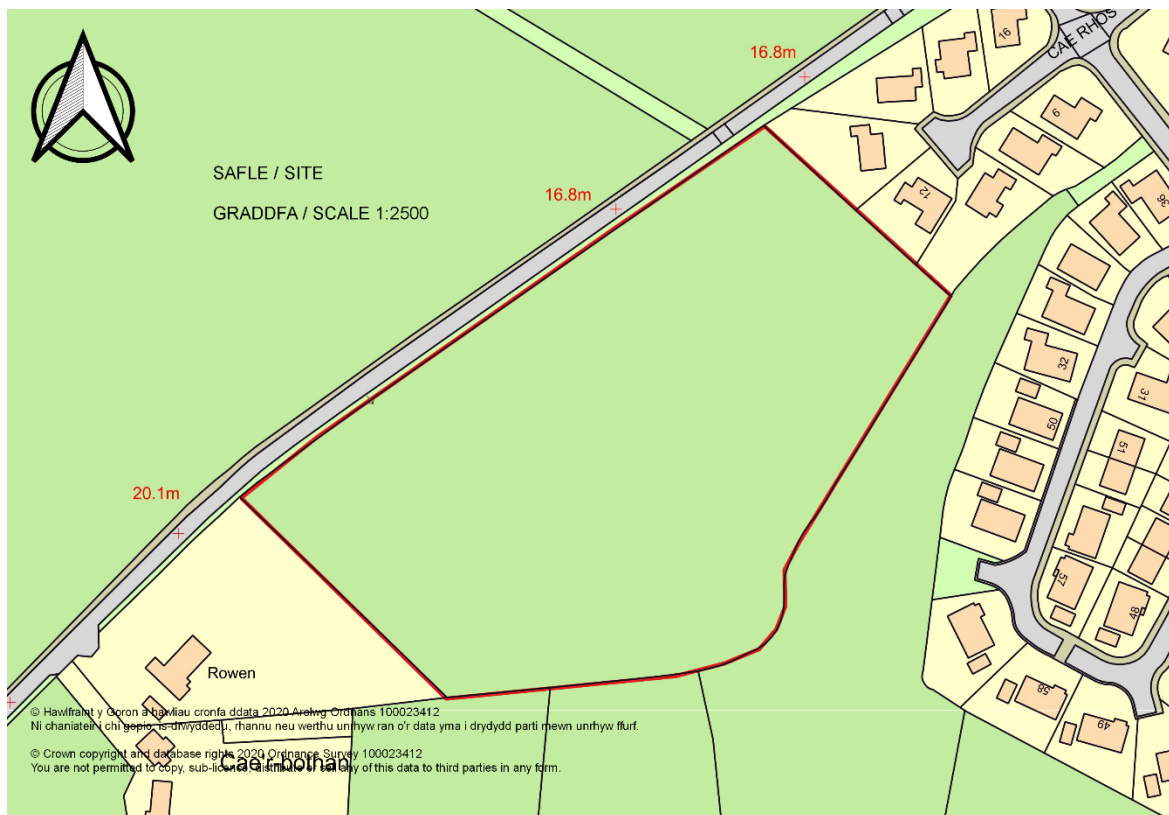
7.1

Application Reference: 19C1231

Applicant: Mr David & Mr Tom Nevin & Mrs Barbara Earnshaw

Description: Cais amlinellol ar gyfer codi 32 annedd marchnad a 4 annedd fforddiadwy, adeiladu mynedfa newydd i gerbydau a cherddwyr, darparu man chwarae a mannau agored ynghyd â manylion llawn y fynedfa a'r gosodiad ar dir ger / Outline application for the erection of 32 market dwellings and 4 affordable dwellings, construction of new vehicular and pedestrian access, provision of play area and open spaces together with full details of access and layout on land adjacent to

Site Address: Cae Rhos Estate, Ffordd Porthdafach Road, Caergybi/Holyhead



Report of Head of Regulation and Economic Development Service (David Pryce Jones)

Recommendation: Gwrthod / Refuse

Reason for Reporting to Committee

The planning application has been called to the Planning Committee by Local Members.

Proposal and Site

The application site comprises 1.76 hectares of agricultural land located on the south western approach to Holyhead. The application site is situated along Porthdafarch Road which leads via Henddu Terrace and Mountain View to Kingsland Road (B4545) in proximity to junction 2 of the A55 expressway. There is

an existing dry stone wall and hedgerow present along the frontage with the public highway. The south western boundary of the application site abuts the Area of Outstanding Natural Beauty "AONB". The application site is abutted to the north east by the Cae Rhos residential estate and to the south west by a residential property (Rowen). There is a public footpaths on the opposite side of Porthdafarch Road and to the south east leading from the Cae Rhos estate.

This is an outline planning application with access and layout included for determination. The proposal is made for 36 dwellings including 4 affordable dwellings. The layout plan illustrates a T junction access with Porthdafarch Road and an internal circular access road. As part of the proposal a pavement will be provided at the frontage of the application site either side of the vehicular access with the public highway which will extend to the existing pavement footpath at the entrance to the Cae Rhos Estate.

There is an equipped play area and playing field provided in the south western corner of the development adjacent to the boundary of the AONB and the residential property (Rowen).

In terms of external materials the submitted details indicate the use of natural slate roofs and white painted render walls with white UPVC detail.

No detailed drainage plans are submitted with the planning application but the submission states that foul drainage from the development would be discharged into the public sewer which runs along Porthdafarch Road. Surface water run-off would be discharged into an existing watercourse within the application site which runs along the south eastern boundary.

This is a major planning application which has been subject to statutory pre-application discussions. In the course of determining the planning application amended plans which reduced the total number of dwellings by 2 (from 38 to 36) and also increasing the distances from the rear elevations to the rear boundaries on a number of plots. Additional highway and ecological information were also submitted as described in the main body of the report.

Key Issues

- Principle of Residential Development
- Highway Considerations and Sustainability
- Relationship with the Surroundings and the AONB
- Relationship with Adjacent Properties
- Ecology and Biodiversity Considerations

Policies

Joint Local Development Plan

Joint Local Development Plan

PS 1: Welsh Language and Culture

ISA 1: Infrastructure Provision

ISA 5: Provision of Open Space in New Housing Developments

PS 4: Sustainable Transport, Development and Accessibility

TRA 2: Parking Standards

TRA 4: Managing Transport Impacts

PS 5: Sustainable Development

PS 6: Alleviating and Adapting to the Effects of Climate Change

PCYFF 1: Development Boundaries

PCYFF 2: Development Criteria

PCYFF 3: Design and Place Shaping

PCYFF 4: Design and Landscaping

PCYFF 6: Water Conservation

TAI 1: Housing in Sub Regional Centre & Urban Service Centres
TAI 8: Appropriate Housing Mix
TAI 15: Affordable Housing Threshold & Distribution
AMG 1: AONB Management Plans
AMG 3: Protecting and Enhancing Features and Qualities that are distinctive to the local Landscape Character
AMG 5: Local Biodiversity Conservation
PS 19: Conserving and where appropriate Enhancing the Natural Environment
PS 20: Preserving and Where Appropriate Enhancing Heritage Assets
AT 4: Protection of Non Designated Archaeological Sites and their Setting

Planning Policy Wales (Edition 10 December 2018)

Technical Advice Note (TAN) 2: Planning and Affordable Housing (2006)
Technical Advice Note 5 (TAN): Nature Conservation and Planning (2009)
Technical Advice Note Wales TAN 11 Noise (1997)
Technical Advice Note (TAN) 12: Design (2016)
Technical Advice Note (TAN) 15: Development and Flood Risk (2004)
Technical Advice Note (TAN) 18: Transport (2007)
Technical Advice Note (TAN) 20: Planning and the Welsh Language (2017)
Technical Advice Note (TAN) 24: The Historic Environment (2017)

Supplementary Planning Guidance Affordable Housing (2004)
Supplementary Planning Guidance IOCC Design Guide for the urban and Rural Environment (2008) "SPG Design Guide"
Supplementary Planning Guidance Parking Standards (2008)
Supplementary Planning Guidance Planning Obligations (Section 106 Agreements) (2008)
Supplementary Planning Guidance Housing Mix (October 2018)

Anglesey AONB Management Plan 2015-2020 "AONB Management Plan"

Response to Consultation and Publicity

Cynghorydd Glyn Haynes: No observations received.

Cynghorydd Dafydd Rhys Thomas: Concern expressed as regards the traffic situation.

Cynghorydd John Arwel Roberts: No observations received.

Cynghorydd Robert Llewelyn Jones: No observations received.

Cynghorydd Trefor Lloyd Hughes: Requested that the planning application is called to the planning committee because the creation of such a large estate would have a serious effect on highway issues.

Cyngor Tref Caergybi / Holyhead Town Council: No observations received.

Uned Polisi Cynllunio ar y Cyd / Joint Planning Policy Unit: Conclusions as follows:

- The site is within the development boundary and forms site T11 in the JLDP which is designated as a housing allocation. Policy PCYFF 1 and Policy TAI 1 support residential development on allocated sites within development boundaries.
- Consideration needs to be given to any justification provided by the applicant for any local circumstances or site constraints that justifies a lower density otherwise the proposal is not in line with policy PCYFF 2 of the JLDP.
- The Housing Service will be able to advise you to enable you to reach a conclusion about Policy TAI 8 and whether the proposal provides an appropriate housing mix.

- Provided the proposal aligns with Policy TAI 8, a formal assessment of its impact on the Welsh language and culture is not required.
- You will need to be satisfied that the proposal complies with more generic policies that relate, e.g. to landscaping, vehicular access.

Swyddog Cefn Gwlad a AHNE / Countryside and AONB Officer: No observations received at the time of writing.

Dwr Cymru/Welsh Water: Conditional permission requiring the submission of a scheme for foul and surface water drainage and these comments have been confirmed as valid in relation to the amended proposals subject to the re-consultation.

Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor: Following the initial consultation further ecological information was requested including consideration of reptiles and ecological enhancements. Following the submission of a revised ecological report it was confirmed that generally that there were no objections subject to planning obligations and conditions recommended including: amphibian friendly drainage features, retention of existing boundary features and a method statement being provided by way of a planning condition to rebuild/repair existing walls, boundary features to be separated from gardens by fencing and modification made on plans and management notes in the Biodiversity Conservation Management Plan & topsoil turf translocated to an area in the centre of the application site, table provided listing which bird boxes are to be installed on which houses, ecological report amended to identify that existing scrub will be retained include scrub management in the Conservation Management Plan, Biodiversity Conservation Management Plan required by way of a planning condition and managed in the lifetime of the development by way of a legal agreement, amendment required to include the fill species list in Appendix c, ecological report amended to require no vegetation clearance between March to August.

Prior to the last planning committee the existence of the sett was brought the Local Planning Authority's attention by NRW and North Wales Police and on the basis of this new information it was indicated that a further survey should be undertaken to inform the case, in view of the protections in law which relate to badgers and badger setts, and of WG policy (TAN 5) for ensuring that there is a thorough ecological understanding of the site. It has now been confirmed that ecological information submitted with the planning application which included the additional information in relation to a badger set adjacent to the application site is acceptable subject to planning condition.

Gwasanaeth Addysg / Education Service: Taking into account comments from the applicants which points to educational capacity being available in the locality the council's Education Service have now confirmed that a reduced amount of £73, 542 will now be required towards education provision at Ysgol Kingsland.

Iechyd yr Amgylchedd / Environmental Health: Considerations are described in relation to working hours, the use of pneumatic rock machinery, contaminated land and noise. A Construction Environmental Management Plan "CEMP" is required by way of a planning condition.

Llwybray Cyhoeddus / Public Rights of Way: No comments.

Gwasanaeth Cynllunio Archeolegol Gwynedd Archaeological Planning Service: Given the archaeology and the investigations undertaken in the vicinity the application site must be regarded as having the potential for as yet unidentified buried deposits. A staged archaeological evaluation prior to determination is not considered effective for a development of this scale and having regard to planning guidance a condition is recommended requiring an archaeological strip, map and record in advance of the development.

Ymgynghorydd Treftadaeth / Heritage Adviser: The proposed development would be some 500m to W of the grade II* listed Kingsland Windmill. In my opinion, although possibly visible from the listed building,

the proposed development site does not make a significant contribution to the heritage asset and consequently the proposals would not impact on the setting of the lb.

Strategol Tai / Housing Strategy: The need for affordable housing based on the council housing waiting list and the Tai Teg register is confirmed. To achieve the Local Development Plan the aim is to achieve 10% of affordable units. We are therefore satisfied that 4 out of the 36 dwellings will be developed as affordable units. We are satisfied with the housing mix, although properties suitable for older persons have not been considered.

Priffyrdd a Trafnidiaeth / Highways and Transportation: Initially confirmed that the design within the development was acceptable in principle subject to standard conditions. Also that insufficient information on what effect the additional traffic produced would have on the local highway network leading to the site especially at the bottom of Porthdafarch Road in the reia of Henddu Terrace and Mountain View where there are presently restrictions on traffic. It was considered that a transport statement was necessary in accord with policy TRA 1 since this is a sensitive area locally and additional traffic could have an adverse impact on existing problems.

The Highways Authority previously acknowledged that a Transport Assessment has been provided as part of the application but they have significant concerns with regards to the existing substandard situation on the public highway leading up to the site due to vehicles being parked along this highway constantly, reducing the road to a single carriageway for a significant length, that this part of the highway has become saturated and has reached its capacity. If the road has reached its capacity then they suggest no additional traffic. A Transport assessment has been commissioned by the highway authority to consider these concerns which should take up to 4 weeks to complete and then will need to be analysed before comments are provided. If the report confirms stated concerns the highway authority will be recommending refusal unless the applicant can provide an improvement. If the report suggests that the capacity has not been reached then they will be recommending conditional approval. Since the planning application was last considered by the planning committee in February the Highways Section have confirmed that a video survey was undertaken on the 4th February 2020 between the junction of Kingsland Road and the Tan yr Efail Estate to record any traffic problems on this section of the road including any queuing of vehicles. Further if queuing occurred it was recorded how many cars were involved and the duration of time taken in queuing, it was also recorded whether it was necessary for vehicles to mount the pavement to pass each other. Further that analysis of this video survey should occur by the week ending the 21.02.20 and that a recommendation should be available by the end of February 2020.

Highways also require that a pedestrian footway be provided along the whole frontage of the site and that it connects into the existing footway network leading into Holyhead. This is outside the red line plan submitted within this application. However, this land is Highway Land and not private 3rd party land therefore there should be no issues.

The Highway Authority commissioned a traffic and parking survey along Porthdafarch Road, from its commencement at the B4545/Kingsland Road Junction to the Tan yr Efail Estate junction. The survey was conducted on Tuesday 4 February 2020 and was for a duration of 24 hours and incorporated traffic queue analysis, vehicle parking occupancy and duration of stay and instances of vehicle movement conflict (reversing, pavement mounting, pulling in behind parked cars). On the basis of the aforementioned survey and having provided the applicant and opportunity to comment and submit their own assessment of the survey results the council's Highways Section have come to the conclusion that the increase in traffic from the development is significant on a highway where there is existing danger and is unacceptable without an improvement that would reduce this danger.

Following further discussions with the applicant's the Highway Authority have confirmed that they are unable to support the application unless a suitable Traffic Regulation Order "TRO" can be made and implemented. Without a TRO the Highway Authority object on the basis of the detrimental effect of the additional traffic generated by the proposal. The applicant's Consultants (SCP) have confirmed that the applicant has agreed to fund the consultation process for a TRO and to implement any measures that are approved. They are also of the view that if the Council were to decide that the TRO were not to be

approved following the consultation process, then it is a clear acceptance that the existing situation is tolerable and the development can proceed without further works. However, the highway authority does not agree with this view. It is likely that if there is local opposition to a TRO, this would more than likely be on the grounds that the affected residents would not want to lose the existing parking from in front of their properties, rather than a sign that they are content with the proposed development and the additional traffic generated thereby. In order to gauge the likelihood of a TRO being achievable, it is the highway authority's intention to seek to confer with the Local Members for the area and the Town Council when a mutually convenient date and time for an online meeting can be convened in the next week or so. In conclusion therefore, if a suitable TRO cannot be implemented, the highway authority's position remains one of objection.

Adain Dechnegol (Draenio) / Technical Section (Drainage): Further to your consultation regarding the outline application for the above residential development, I can confirm that the foul and surface water drainage systems as detailed appear to be satisfactory in principle. However, it would be advisable to request the applicant to provide a Flood Risk and Hydrological Assessment for this site, to demonstrate the effects of an obstruction/structural failure of the culverted watercourse downstream and confirm any mitigation which may be necessary. In addition, should any subsequent application be submitted which amends the drainage scheme or site layout, then this would require an equivalent application to the Authority's SuDS Approval Body (SAB), incorporating a surface water drainage scheme which complies with new SuDS Statutory Guidance.

Following the submission of amended plans it has been confirmed that surface water drainage can be dealt with by way of a planning condition. Further that unless that there are local flooding issues surrounding the site of which I wouldn't be aware I agree that a flood risk assessment isn't necessary for the development.

Ymgynghorydd Tirwedd / Landscape Advisor: Following the initial consultation it was recommended that house types were re-considered in relation to their position relative to the site's topography, boundaries affected by visibility splays will require mitigation and that planning conditions should also include landscaping and its maintenance and boundary treatments. In relation to the amended plans it was confirmed that the layout had removed housing from the more elevated part of the site closest to the AONB. House types A and B (single storey) are located on the site boundaries with house type D (two storey) on the centre of the site. With regard to effects on the AONB and integration into the site, the layout now proposed addresses previous comments (layout is part of the Outline Planning application). The appearance of the buildings (materials and design) and landscaping will be subject to a Reserved Matters application. Further that the plan proposes native hedgerow and tree planting along the site's boundaries and in the open space area. The species proposed and mix are suitable. Final details of numbers will be required as a pre-commencement condition. The landscape strategy is broadly suitable (suitable to confirmation of the access and visibility splay) and no more information is required at this time.

Cyfoeth Naturiol Cymru / Natural Resources Wales: Does not object but the following comments are made in relation to the appropriateness of the landscaping and boundary treatment. No issues were raised in relation to protected species and it was not considered that the proposal was likely to have a significant effect on the Special Area of Conservation "SAC" or the Special Protection Area "SPA" at Glannau Ynys Cybi (because the application site is not under suitable management for choughs and is adjacent to existing developments).

NRW have also confirmed that they are content with the ecological information submitted with the planning application which included the additional information in relation to a badger set adjacent to the application site.

Following detailed comments on the landscaping scheme it has now been confirmed that NRW are content with the proposal subject to the requirement for a detailed landscaping scheme and management plan. Further that they are satisfied that the proposed development has taken into account the Anglesey AONB and rural context.

Llywodraeth Cymru (Prifffyrdd) / Welsh Government (Highways): No direction.

Bwrdd Iechyd Prifysgol Betsi Cadwaladr/ Betsi Cadwaladr University Health Board: No observations received.

The planning application has been advertised as a major planning application on three occasions as follows:

Following the initial publicity in November 2018 eight objections were received on the following grounds:

- Increase in construction and operational traffic and resultant highway dangers (including access by emergency vehicles) specifically along Arthur Street and Mountain View where there are already issues due to the width of the road and visibility available due to parked cars along the street. Also the impact of traffic on the environment. No improvements are proposed as part of the planning application.
- Porthdafarch Road is already in a poor condition and additional traffic will exacerbate this.
- There should be a mechanism for preventing the houses being sold as rental or holiday homes so that they are affordable to local families.
- Unfair that letters are only sent to properties adjacent to the application site.
- Need for the development given the housing development in Llaingoch which it is understood are not being sold.
- Redevelopment should be preferred to the development of a greenfield site.
- The proposed development does not include access to the writer's land such that it will become landlocked and unavailable for further residential development.
- Concerns are raised and assurances requested as regards the drainage ditch along the existing Cae Rhos boundary.

In December 2019 amended plans were submitted which reduced the total number of dwellings by 2 (from 38 to 36) increased the distances from the rear elevations to the rear boundaries on a number of plots and changed one of the house types. A Transport Assessment was also provided. This information was advertised in November 2019 and (number) objections received on the following grounds:

- Issues are raised in relation to existing problems, the volume of traffic likely to result from the development, damage to parked vehicles, congestion, speed, emergency vehicle access along Porthdafarch Road having regard to the transport assessment submitted in support of the planning application.
- Loss of light on the adjacent bungalows at Cae Rhos.
- Ecology including bats present on the application site.
- Need for additional housing on this greenfield sites given other residential developments which are occurring in the vicinity.
- Morlais scheme has selected Porthdafarch – Mill Road route for onshore cabling, cable trenching will result in additional traffic problems.

In May 2020 additional information comprising an update of the ecology report and the applicant's response to the Arup Report produced by the Highway Authority were received. The advertising of this information was delayed by the Covid situation but the publicity period has now expired on the 01.07.20. Three objections have been received on the following grounds:

- Development would impact on wildlife notably badgers.
- Impacts generally on the AONB which would impact on tourism.
- There is previously developed land available within the settlement boundary.
- Extra traffic resulting from the development. Issues in relation to existing problems along Lon Porthdafarch are reiterated and it is stated that the construction and operation of this development will exacerbate these problems.
- Perceived inaccuracies and differences of opinion are expressed in relation to the highway information submitted by the applicant's is listed including that Arthur Street is one way, that there are no passing places available when residents are at home in Arthur Street and Hendy Terrace.

- 36 residential units is excessive.
Houses would be out of place adjacent to bungalows at Cae Rhos.

Relevant Planning History

No material planning history.

Main Planning Considerations

Background Following the submission of the amended plans and additional information in December 2019 it was recommended that a site visit was convened at the Planning Committee in January 2020 and this was convened on the 22.02.20.

At the February Planning Committee the planning application was deferred due to outstanding matters in relation to: Highway concerns, the provision of upper and lower limits in relation to the amended house types in the Design and Access Statement and clarification of NRW's position in relation landscaping/along the south eastern boundary of the application site.

At the March planning committee it was explained that additional ecological information on badgers would be required as NRW.

The planning application was scheduled to be considered at the April 2020 Planning Committee but this meeting was cancelled due to the Covid 19 situation.

The next planning committee where planning application were being considered took place in July 2020 and in accord with the applicant's request the planning application was deferred to enable further discussions to take place with the Highway Authority.

The planning application has been deferred at planning committee since February for a variety of reasons. The highway and ecological reasons for the deferral are considered in more detail in the relevant sections of the committee report below. The applicant have now instructed that the wish the Local Planning Authority to determine the planning application at this planning committee.

Principle of Residential Development Holyhead is identified as an urban service centre with the JLDP which is the highest level of settlement on the island. Because of the sustainability credentials of these settlements a higher proportion (53%) of new development will be expected to take place in them.

The application site is located on an allocated site (T11) within the settlement boundary of Holyhead under the provisions of PCYFF 1 and the principle of residential development is therefore acceptable and aligns with policy TAI 1, further the JPPU have confirmed that at present capacity exists in the settlement and that no Welsh Language Statement is required with the planning application. A satisfactory record of how the Welsh language was considered in drawing up the planning application has been provided with the Design and Access Statement submitted with the planning application.

The proposal is made for 36 units (which equates to a density of 0.26 units per hectare) whereas it is estimated in the JLDP that the enquiry site could accommodate 53 units (based on 30 a hectare). As per the comments of the JPPU Consideration needs to be given to any justification provided by the applicant for any local circumstances or site constraints that justifies a lower density otherwise the proposal is not in line with policy PCYFF 2 of the JLDP. The Design and Access Statement submitted with the planning application explains that the development has been designed to be in keeping with surrounding sites in a semi-rural setting adjacent to the AONB that it has also not been possible to achieve the density sought in the JLDP due to onsite provision of open space requirements, spacing requirements for dwellings and road adoption standards. Added to these considerations are the ecological and landscaping considerations described in the relevant sections of the report below.

Policy TAI 8 of the JLDP requires that the mix of housing in a development are appropriate and align with the need of the area. The mix of dwellings comprises eight 3 bed two storey semi-detached (type a), twenty 2 bed one and a half storey semi-detached (type b) and eight 2 bedroom two storey terrace dwellings (type c). The Design and Access Statement explains how the mix was derived having regard to the SPG Housing Mix and concludes that the scheme meets the need 2 and 3 bedroom dwellings in Holyhead. The council's Housing Service confirm that they are satisfied with the housing mix proposed in the development, although the comments note that properties suitable for older persons have not been considered as part of the assessment.

Policy TAI 15 requires that part of the proposed development is provided for affordable housing purposes and in Holyhead this equates to 10% of the overall number of units which equates to 3.6 units. The council's Housing Service has confirmed that there is a need for affordable housing based on the council housing waiting list and the Tai Teg register is confirmed and have also confirmed that they are satisfied for 4

Highway Considerations and Sustainability. The planning application has been called to the planning committee by a local member who considers that the scale of the development would result in significant highway issues. As detailed in the consultation section of this report principal objections received relates to the adequacy of the highway network at the bottom of Porthdafarch Road at Henddu Terrace and Mountain View. The primary concern is that the additional traffic produced by the proposed development would exacerbate existing congestion and a lack of visibility of oncoming vehicles which is tantamount to a single carriageway along these streets due to cars owned by occupants of the terraced houses being parked along one side of the highway.

It is material that the application site is allocated for residential purposes in the JLDP and that at part of this process the adequacy of the highway network serving the development would have been assessed in preparing the plan. It is also material that the number of dwellings proposed at 36 is 17 units (approximately 30%) less than that forecast in the JLDP.

At the Planning Committee in February 2020 it was reported that the Highway Authority had significant concerns that the public highway leading to the application site along Henddu Terrace and Mountain View was substandard due to parked vehicles reducing the carriageway width for a significant length such that it may be saturated and at capacity. A transport assessment was commissioned by the Highway Authority which concluded that the increase in traffic from the development is significant on a highway where there is existing danger and is unacceptable without an improvement that would reduce this danger. The applicant's were provided with a copy of the transport assessment in April and thereafter submitted a rebuttal in May which was further considered by the Highway Authority who confirmed that they maintained their objection. At the last planning committee the planning application was deferred at the applicant's request as they only recently received confirmation of the Highway Authority's position and required additional time to facilitate further discussions.

The current position of the council's Highways Section is that is that they are unable to support the planning application unless a suitable Traffic Regulation Order "TRO" can be made and implemented. A TRO is a legal document which can only be prepared by the Highway Authority that restricts or prohibits the use of the highway network with the aim of improving road safety and access. In this instance the TRO would restrict on street car parking on sections of the northerly end of Porthdafarch Road so as to create passing places between the parked vehicles such that cars can give way to oncoming vehicles.

The applicant's position is that the scheme is acceptable given its allocation for residential purposes in the JLDP and based on the work of both highway consultants there are no existing queues or delays along Porthdafarch Road and that there have been no accidents in the last 5 year period further that the proposed development will not cause any material detriment to the highway network and that planning permission should be approved. The applicant's has agreed to fund the consultation process for a TRO and to implement any measures that are approved. They are also of the view that if the Council were to decide that the TRO were not to be approved following the consultation process, then it is a clear acceptance that the existing situation is tolerable and the development can proceed without further works.

The applicant's have also indicated their willingness to discuss any alternative form of mitigation if appropriate but have instructed that the planning application is considered by the August Planning Committee and their intention to appeal and recover their costs if a recommendation of approval including any requirements for a legal agreement (to fund the TRO) is not made.

The highway authority take a different position and consider that if a suitable TRO cannot be implemented, the highway authority's position remains one of objection. It appears from their consultation response that they are unsure of the likelihood of a TRO being achievable, it is the highway authority's intention to seek to confer with the local Members for the area and the Holyhead Town Council to pursue this matter. Taking into account the advice of Highway Authority an objection is therefore raised to the proposal on the basis that the proposed development would add to the existing delays and congestion at the northerly end of Porthdafarch Road between the Tan yr Efail junction and Kingsland Road to the detriment of the free flow of traffic and road safety at this location.

Relationship with the Surroundings and the AONB: The south western boundary of the application site abuts the AONB. Policy AMG 1 states that proposals must where appropriate have regard to the relevant AONB Management Plan and there are also statutory requirements in this regard. The AONB Management Plan requires assessment of proposals within 2km of the AONB. The amended plans received address the comments of the council's Landscape Adviser in removing two storey developments from the elevated part of the application. Since the last committee report in February NRW have confirmed that they are content with the proposals subject to a requirement for a detailed landscaping and management plan the requirements of which can be drafted into a planning condition by the Local Planning Authority.

Relationship with Adjacent Properties. The council's SPG Design Guide provides guidance on the proximity of development to other properties and boundaries to prevent overlooking and other unacceptable impacts. Amended plans were received in the course of determining the planning application which increased the distances from the rear elevations of the dwellings to the boundaries at the bottom of their rear gardens. The distances are now acceptable such that there will not be any unacceptable impacts on the residential amenities of the existing residential property to the south west at Rowen or to the north east at Cae Rhos. The distances from the rear elevations of the dwellings on plots 9 and 10 to the boundary with the agricultural land to the rear is around 6.7 metres whereas the guidance prescribes 7.5 metres. Given that the distance deficit is less than 1 metre and that the dwellings back on to agricultural land this is considered acceptable in this instance.

In terms of the impact of the proposed development on the residential amenities of adjacent residential and other properties it is considered that this can be satisfactorily regulated by the use of a Construction Environmental Management Plan which will regulate working times and other construction activities as recommended in the comments of the council's Environmental Health Section.

Ecology and Biodiversity: At the March planning committee it was reported that it had been brought to the Local Planning Authority's attention by NRW that following a report from a member of the public that there is a badger sett in close proximity to the application which has not been identified in the ecological survey submitted with the planning application. Additional ecological information was provided by the applicant in May 2020 to address this matter and both NRW and the council's Ecological and Environmental Adviser are content subject to conditions that the development is undertaken strictly in accord with this information including necessary mitigation measures.

No issues were raised by NRW in relation to protected species and it was not considered that the proposal was likely to have a significant effect on the Special Area of Conservation "SAC" or the Special Protection Area "SPA" at Glannau Ynys Cybi.

The retention of scrub areas, proposed indigenous landscaping and the provision of bird nesting boxes on the dwellings would provide an enhancement of the type required under the Environment (Wales) Act 2016.

Other Matters: Policy ISA 5: of the JLDP requires that new housing proposals for 10 or more dwellings in areas where existing open space cannot meet the needs of the proposed development, will be expected to provide suitable open space provision in accord with the policy. As part of the proposed development 972m² of equipped play space is to be provided and 1450m² of open space and the JPPU have confirmed that this meets the requirements of the policy.

The application site comprises agricultural land and PPW states Grade 1, 2 and 3a agricultural land should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations. In this instance the application site is allocated such that the aforementioned considerations would have been systematically assessed as part of the overall process of preparing the JLDP.

The council's Education Section have confirmed that a financial contribution will be required towards providing additional year 12 and 13 pupil capacity at Holyhead High School and on this basis a planning obligation has been recommended requiring a financial contribution of £73, 542 as part of the development.

Surface water from the development will need to be disposed of via a SuDS system and approval will be required from the Suds Approving Body which is an arm of the council. Based on the information provided by the agent the council's Drainage Advisor is content to deal with this by way of a planning condition. Similarly Welsh Water are content with the proposal on surface water drainage grounds subject to a requirements for a planning conditions requiring that full details of the scheme are provided.

Conclusion

The application site is allocated for residential purposes in the JLDP and all matters remain resolved but there is a difference of opinion between the Highway Authority and the applicant's in relation to the impacts of development on existing delays and congestion at the northerly end of Porthdafarch Road in relation to the form of mitigation required. Discussions are ongoing in relation to these matters as explained in the committee report the Highway Authority will be instigating discussions locally and the applicant's have indicated their willingness to continue discussion on mitigation measures. The applicants have, however, instructed that the planning application is reported to the Planning Committee and taking into account the advice of the Highway Authority in the interests of the free flow of traffic and road safety at this location it is necessary to recommend refusal. As explained previously the applicant's indicted that they intend to appeal on this basis as seek to recoup their costs as part of the appeal process.

Recommendation

That the planning application is **Refused** for the following reason:

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 additional traffic generated by the proposed development would add to the existing delays and congestion at the northerly end of Porthdafarch Road between the Tan yr Efail junction and Kingsland Road to the detriment of the free flow of traffic and road safety at this location and would be contrary to the provisions of Planning Policy Wales (Edition 10 December 2018) and Technical Advice Note 18 Transport (March 2007).

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.

Application Reference: FPL/2019/223

Applicant: Mrs J Usher

Description: Cais llawn ar gyfer newid defnydd tir amaethyddol i fod yn faes gweryslla pebyll tymhorol ar dir ger / Full application for change of use of agricultural land into a seasonal tent camping site on land adjacent to

Site Address: Pen-Wal Bach, Pen Lon, Niwbwrch / Newborough



Report of Head of Regulation and Economic Development Service (David Pryce Jones)

Recommendation: Gwrthod / Refuse

Reason for Reporting to Committee

The planning application has been called to the planning committee by local members.

Proposal and Site

The planning application relates is made for the change of use of land to a campsite for the use of tents only between Easter and October in any calendar year. The land is currently in agricultural use and the application form states that the land will be used for grazing in the winter months. It appears from the location plan supplied with the planning application that two existing buildings within this area will be used in connection with the development.

To the west of the application site there is a road which leads south from the roundabout with the A4080 and serves a number of residential properties and a car park which affords access to publically accessible land. There are a number of residential properties in proximity which have their front elevation facing the application site.

In the course of determining the planning application the plans were amended and a one way system with vehicles entering the site from an existing vehicular access from the A4080 through land within the applicant's control to the agricultural field and thereafter exiting the site via the road to the west. Additional information was also provided in the form of a Traffic /Travel Statement and Campsite Rules to mitigate highway and residential amenity considerations respectively.

Key Issues

- Proposal and General Considerations
- Principle of the Development.
- Impact on the Area of Outstanding Natural Beauty.
- Amenity of adjacent properties
- Highways Considerations
- Sustainability Credentials
- Ecology

Policies

Joint Local Development Plan

Joint Local Development Plan

- PS5 : Sustainable development
- PCYFF2: Development Criteria
- PCYFF3 : Design and place shaping
- PCYFF4: Design and landscaping
- PS 5: Sustainable Development
- PCYFF 6: Water Conservation
- PS14: The Visitors' Economy
- PS4: Sustainable Transport, Development and Accessibility
- TWR5: Touring, camping and temporary alternative Camping Accommodation
- TAI 6: Housing in Cluster
- PS19: Conserving and where appropriate enhancing the natural environment
- AMG1: Area of Outstanding natural Beauty Management Plans
- AMG3: Protecting and enhancing features and qualities that are distinctive to the local landscape character
- AMG5: Local Biodiversity Conservation

Planning Policy Wales Edition 10 December 2018

Technical Advice Note (TAN) 5, Nature Conservation and Planning (2009)

Technical Advice Note (TAN) 6: Planning for Sustainable Rural Communities (2010)

Technical Advice Note (TAN) 13: Tourism (1997)

Technical Advice Note (TAN) 18: Transport (2007)

Supplementary Planning Guidance – Holiday Accommodation (Sept 2007)

Draft Supplementary Planning Guidance – Tourism Facilities and Accommodation (May 2018).

Response to Consultation and Publicity

Cyngor Cymuned Rhosyr Community Council: No observations received at the time of writing.

Iechyd yr Amgylchedd / Environmental Health: Health and Safety requirements should be complied with.

Cyfoeth Naturiol Cymru / Natural Resources Wales: No objections.

AONB officer: No observations received at the time of writing.

Dwr Cymru Welsh Water: The proposed development is crossed by a 150mm gravity and 300mm foul rising main sewer and as such Welsh Water a 3 metres protection zone either side of the centreline to be maintained throughout the lifetime of the development. Should any new buildings/associated structures be located within the protection zone there would be requirement to divert the public sewer. Welsh Water subsequently confirmed that providing that the planning application is made solely for tents and that there are no structures/buildings or fences then there should not be any problem regarding the access to and future maintenance to the public sewer crossing the application site but that an informative on asset protection should be attached to any planning permission granted.

GCAG / GAPS: Whilst the application site does have the potential to prove archaeologically sensitive given the use being applied for i.e. camping it would not have an impact on the land worthy of mitigating and the applicant should be made aware of this. No mitigation recommended in this instance.

Uned Datblygu Economaidd / Economic Development Unit: No observations received at the time of writing.

YGC (Ymgynhoriaeth Gwynedd Consultancy): **INFORMATIVE:** The site lies within zone A (Development advice maps accompanying TAN15: Development and Flood Risk) which is usually considered to be at little or no risk of flooding. However, the site is shown to be at risk of flood risk in the latest flood map for surface water. As such, we consider that flooding is a material consideration in accordance with section 11.1 of TAN15. An informative is also recommended as regards the requirement for Suds approval from the Suds Approval Body (SAB).

The proposal has been 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 any representation was the 26.02.2020. At the time of writing this report 30 objections have been received on the following grounds:

- Negative impacts on & degradation of the AONB further that the proposal needs to have regard to the AONB management plan.
- Scale of the development excessive in the countryside.
- Existing camp sites in the vicinity.
- Disposal of foul drainage, contended that there is no connection to the mains sewer.
- Vehicular access is onto a 60mph road with poor site lines/double yellows present.
- Loss of agricultural land.
- Single track land (to the west of application site) has become increasingly busy with visitors to the area the development would have a detrimental impact on highway safety.
- Noise and cooking smells from the campsite would impact on residential amenity and wildlife.
- Inaccuracies in the planning application forms are detailed.
- It is contended that the application was used in excess of the 28 day rule in 2019 which resulted in traffic problems, noise, car headlights shining, camp fires/cooking smells, rubbish, unsocial behaviour and hours of activity, dogs barking/fouling which had a detrimental/overbearing impact on the residential amenities of the area. A sign was also erected adverting the camp site. Queries why not action was taken by the council. Also that the site was used by camper vans.

- Pen Lon is a quiet rural cluster consisting mainly of residential properties.
- Contended that the proposed development does not comply with a number of policy provisions including TWR 5, PCYFF 2, PS5, AMG 1, PPW, TAN 6, SPG Holiday Accommodation on a number of grounds.
- Contended that the proposal does not comprise sustainable development being greenfield land not located in a sustainable location.
- One job will not result in employment opportunities/income generated from campers will be limited,
- Future precedent for extending the application site.
- Impact on dark skies.
- Contrary to what is stated in the application there was no consultation with the local community.
- No indication on the plans how campers will be fenced off from the remainder of the field.
- There is an area of land behind Pen y Wal which could be used to site a further 5-10 tents.
- Alleged that there has been little agricultural use of the application site.
- Stated that a local member has a close relationship with the applicants and should not therefore be allowed to speak on the application.
- As the applicant's late father served on the local council this could result in the planning application being supported by the council.
- Previous application to the Camping and Caravanning Club was rejected.
- Impact on protected ecological species.
- Number of points of disagreement raised in terms of the ecological survey.
- The application does not enhance biodiversity.
- Matters raised in relation to this being a retrospective planning application.
- The development would impact on the writer's intention to develop their apiary adjacent to the site because of noise and smoke.
- Screen planting not addressed.
- Contended that planning permission is being sought as a basis for selling the site.
- There is a petition with 46 signatures objecting to the planning application on the grounds listed.
- The camp site is advertised as having 56 pitches but it is contended that the ablution facilities available do not satisfy the requirements for a camp site of this size.
- Community council indicated that they have not been consulted on the planning application.
- Contended that the unauthorised works have been undertaken to the vehicular access onto the A4080.

The amended plans and additional information described in the introduction of this report were re-advertised and the publicity period expires on the 30.07.20. At the time of writing 3 objections have been received on the following grounds:

- Concerns expressed regarding vehicles using the road to west to exit the site in terms of regulation, parking problems, pedestrian safety and the increase in traffic volume on this single track lane.
- Hedgerow will need to be removed/reduced to provide the visibility splays and the slate fence.
- The proposed entrance will have a detrimental impact on the residential properties by removing the hedgerow which screens the site in terms of noise, loss of privacy and general activity from headlights etc.
- The location plan does not show the visibility splay.
- The removal of the hedgerow will result in the development in the development being prominent/obtrusive from the public highway to the west contrary to policy requirements.
- Queries whether the application site exceeds 1 hectare as it would then be a major planning application.
- Concerns raised in relation to noise levels in previous years and compliance time conditions set out in the planning application.
- It is considered that the amendments result in a greater impact on the adjacent residential properties.
- Impacts generally of the development on the AONB including the removal of the hedgerow.
- Scale of the development and its consequent impact on the surrounding area.
- Contended that it will be difficult for the council to enforce the extent of the field which is used for camping purposes.
- Impacts of the SSSI.

Relevant Planning History

ADV/2019/13 - Application for the siting of a non-illuminated sign on land adjacent to Rushmead, Pen Lon, Newborough - Withdrawn 28/11/2019.

SCR/2019/52 - Screening opinion for change of use of agricultural land into a seasonal tent camping site on land adjacent to - Rushmead, Pen Lon, Niwbwrch/Newborough EIA Not Required 07/10/19.

45C225 Siting of a caravan for a temporary period of 3 years Refused 05/08/1996

45C159 Retention of works of alterations and extensions Approved 11/12/90.

Main Planning Considerations

Proposal & General Considerations As a context the application site is comprised predominantly agricultural land within the Area of Outstanding Natural Beauty "AONB". The application site is in Penlon which is identified as a Housing Cluster in the JLDP. The application site is close to a Special Area of Conservation "SAC" and Site of Special Scientific Interest "SSSI" (Newborough Warren – Ynys Llanddwyn.

The application site in red amounts to an area of around 0.9 hectares identified on a location plan in red but this is considered further in relation to highway requirements on the proposed visibility splays below. A proposed block plan of the vehicular access onto the highway to the west is provided but this does not illustrate boundary fencing/walls, hedging and trees which would need to be removed to provide the visibility splays. Requests have been made for plans illustrating these features accurately plotted but none have been received at the time of writing, assessments made in the report below have therefore had to be made based on judgements on these matters. There is no block plan providing an indication of the number of units to be sited on the application site, refuse storage nor details of fencing/landscaping.

Principle of Development Policy TWR 5 permits touring and caravan, camping and temporary alternative camping accommodation subject to the listed criteria though there are also other more generic policies such as PCYFF 2, PCYFF 3 and PCYFF 4 which are considered material in considering the relationship of the proposal with their surroundings.

These policies and notably criterion 1 of TWR 5 require that the proposed development is high quality in terms of design, layout and appearance and is sited in an unobtrusive location, well screened which can be readily assimilated into the landscape in a way that does not significantly harm the visual quality of the landscape. The supporting text of policy TWR 5 at paragraph 6.3.82 states that landscape setting, site layout and screening will be important considerations in assessing proposals and that in all cases the applicant will need to submit a landscaping plan.

The planning application does not provide an indication of numbers and layout of the development and on this basis it can only be assumed that informal random arrangements are proposed. On this basis the council's Landscape Adviser considers that the proposed development would be intrusive in views available from the single track road to the west of the application site. Further on the basis that no boundary details such as fencing and Landscape Adviser considers that the present openness of the agricultural fields would be lost by the siting of tents and parked vehicles in the open season. Given these considerations the Landscape Adviser considers that the proposal would affect the sense of openness locally with local effects on expansive views and peace and tranquillity and there would consequently be localised seasonal effects on natural beauty with seasonal obtrusiveness. The provision of visibility splays either side of the new vehicular access would likely require the removal of the existing hedgerow either side of the access which it is considered would exacerbate these impacts. Any replacement fencing would take a number of years to establish to mitigate these impacts.

Having regard to the above it is not considered that the proposed development meets the policy planning policy requirements described above; considerations in relation to the AONB are assessed below.

It is also material that that as no physical boundaries or screening are proposed to delineate the edges of the proposed development. It is considered that this would likely result in the remainder of the field within the applicant's control being used for camping purposes which would exacerbate the landscape and other impacts identified in this report below.

Impact on the Area of Outstanding Natural Beauty Paragraph 5.3.5 of PPW states that the primary objective of designating AONB'S is the conservation and enhancement of their natural beauty and that development management decisions should favour conservation of natural beauty, although it will also be appropriate to have regard to the economic and social well-being of the areas. There is also a statutory requirement to have regard to the provisions of the AONB Management Plan. The Countryside and Rights of Way Act 2000 requires that the council have regard to the purpose of conserving and enhancing the natural beauty of AONBs when performing their functions. The Isle of Anglesey Council AONB Management Plan includes policy CCC 3.2 which states that new developments will be expected to adopt the highest standard of design, materials and landscaping in order to enhance the special qualities and features of the AONB. Given the comments of the council's Landscape Officer and the considerations described in the preceding paragraph it is not considered that the proposal will comply with these policy requirement because the development would in fact harm natural beauty and the special qualities of the AONB. The provision of visibility splays either side of the new vehicular access would likely require the removal of more than a short section of the existing hedgerow either side of the access which it is considered would exacerbate these impacts. Any replacement fencing would take a number of years to establish to mitigate these impacts.

There are also policies in the AONB Management Plan (Management Objective 4: Peace and Tranquillity) which seek to safeguard and improve the tranquil atmosphere of the AONB. Policy CCC 4.1 states that the council will work to maintain the solitude and natural beauty of the AONB. Policy CCC 4.3 states that the council will ensure noise intrusion into the AONB is within acceptable limits. Objections received indicate that the use being applied for has previously resulted in noise and disturbance at unsocial hours as described in the relevant section of this report. Tourism developments of the type being applied do result in the type of disturbances reported by residents. Taking these material considerations into account also leads to a conclusion that the development would harm the special qualities of the AONB.

Amenity of adjacent properties. There are a number of residential properties which are located in close proximity to the application site along the single track road to the west. These properties have their principal elevations facing the applications site and the nearest dwelling is less than 30 metres away from the proposed development. It was also explained previously that having no physical boundaries for the proposed development would likely result in the remainder of the field within the applicant's control being used for camping purposes thus bring the development closer to these residential properties. Objections received provide direct evidence based on the previous use of the site for the purposes being applied in 2019 that the proposal would have an unacceptable impact on the residential amenities of occupants of these dwellings by way of activities such as traffic, noise, car headlights shining, camp fires/cooking smells, rubbish and general activity which could likely occur on a regular basis in the summer months into the early hours of the morning. Given these considerations it is not considered that the proposal complies with criteria (7) of PCYFF2 as the creation of a touring pitch caravan site will harm this quiet rural setting to the detriment of the settlement and in particular the residential properties to the west. The provision of visibility splays either side of the new vehicular access would likely require the removal of the existing boundary features and hedgerows either side of the access which it is considered would exacerbate these impacts. Any replacement fencing would take a number of years to establish to mitigate these impacts.

Highway Considerations Criterion 5 of TWR 5 requires that the site is close to the main highway network and that adequate access can be provided without harming the landscape characteristics and features. Landscape consideration have been described previously. As has already been explained no indication

has been provided of the number of pitches proposed nor of the any detailed plans of the proposed access with the public highway.

In the course of determining the planning application the plans were amended and a one way system with vehicles entering the site from an existing vehicular access from the A4080 through land within the applicant's control to the agricultural field and thereafter exiting the site via the road to the west. As explained in the consultation response of the Highway Section whilst the visibility splays shown on the submitted plans are not correct they are prepared to recommend conditional permission based on a requirement for visibility splays of 2.4 metres by 70 metres in both directions either side of the proposed vehicular access. To enable the Local Planning Authority to attach this planning condition the applicant will need to include the visibility splays in red either side of the access and a request has been made at the time of writing. As explained in the introduction of this report requests have also been made for a plan illustrating the boundary fencing/walls, hedging and trees which would need to be removed to provide these visibility but these details have not been provided and judgments have had to be made on these matters.

Sustainability Credentials This fundamental planning policy requirement described above is underpinned by requirements in PPW and TAN 8 in terms of sustainability which are embodied in Strategic Policy PS4 of the JLDP which requires development to be located so as to minimise the need to travel, further Strategic Policy PS5 states it is also important to ensure that the location, scale and type of development follows sustainable development principles and promote sustainable patterns of development and be accessible by a variety of sustainable means of travel, particularly walking, cycling and public transport. The planning application does not provide any indication of the scale of the development in terms of the number of pitches, nor is it supported by any supporting information in relation to access other than by private motor vehicle.

Given the limited public transport connectivity available in the vicinity of the application site it is likely that users of the development would likely arrive by private car. Penlon is identified as a cluster under the provisions of TAI 6 of the JLDP. The supporting text of this policy explains that clusters are characterised by an extremely sensitive social character and environment as well as a limited level of services and facilities. There are, however, facilities are available in the Penlon such as a restaurant and a model village, informal recreational facilities are also available using the footpaths in the vicinity of the proposed development. There are also retailing and other facilities available in Newborough which is less than 1 km away and there is a footpath present along the public highway to enable pedestrian access. On the balance of the information submitted it is, however, concluded that the majority of visitors would travel to and from the proposed development for their holiday by car which would be contrary to the policy provisions described.

Ecology The planning application is accompanied by an ecological assessment which indicates that the proposed development will not impact on the Special Area of Conservation "SAC" and Site of Special Scientific Interest "SSSI" (Newborough Warren – Ynys Llanddwyn nor on any protected species. Though objections have been received indicating that there will be impacts on these matters no objections are raised by NRW or the council's EEA on this basis.

Conclusion

In summary conclusion the proposal is considered unacceptable on the basis that the development is not considered high quality development in the terms expected under material planning policies, because of the unacceptable impacts in terms of the AONB, residential amenity and on sustainability grounds described in the report.

Whilst the Highway Authority are content with the development subject to a planning condition requiring visibility splays but an amended red line plan will be required encompassing these splays will need to be submitted for such a condition to be attached.

The decision considers the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act). The decision takes into account the ways of working set out at section 5 of the WBFG Act and it is considered that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

In terms of the Well-being of Future Generations (Wales) Act 2015 it is considered that whilst the proposed development contribute towards a more prosperous and resilient Wales in terms of the economic improvements being proposed as part of the development but this is outweighed by considerations in relation to global responsibility, cohesive communities.

Recommendation

That planning permission is **REFUSED** on the following grounds:

(01) The proposal not considered to comprise high quality development and it would also be harmful to the character and appearance of the area which forms part of an Area of Outstanding Natural Beauty. This would be contrary to the provisions of policies TWR 5, PCYFF 3, PCYFF 4, AMG 1 and AMG 3 of the Anglesey and Gwynedd Joint Local Development Plan (2017), Planning Policy Wales (Edition 10) (2018), Supplementary Planning Guidance – Holiday Accommodation (Sept 2007) and Draft Supplementary Planning Guidance – Tourism Facilities and Accommodation (May 2018).

(02) It is considered that the proposed development would by virtue of noise and general disturbance have an unacceptable impact on the residential properties facing and in close proximity to the west. This would contravene the provisions of policy PCYFF 2 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026 and Planning Policy Wales (Edition 10) (2018).

(03) The location, scale and type of development being applied for means that it is likely that the majority of visitors would travel to and from the proposed development for their holiday by car which would be contrary to the provisions of PS4 and PS5 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026 and Planning Policy Wales (Edition 10) (2018) and Technical Advice Note 18: Transport (2007).

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.

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Planning Committee: 05/08/2020

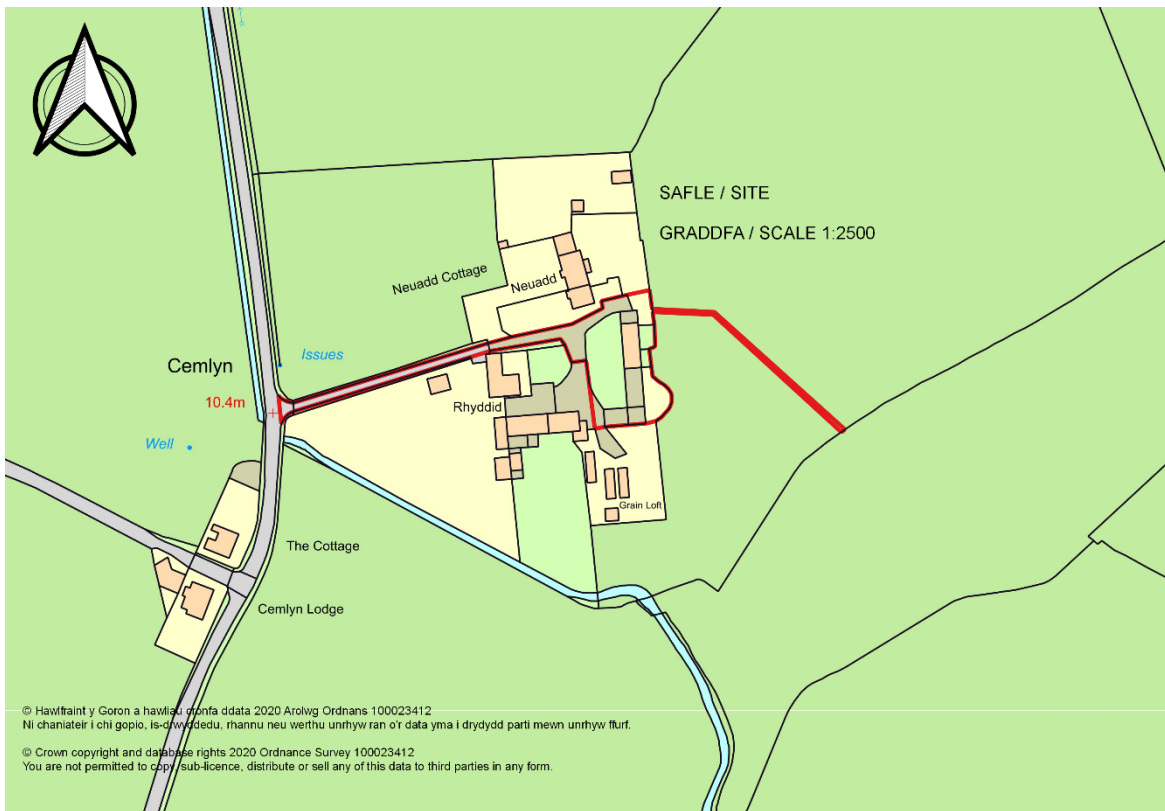
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Application Reference: VAR/2020/14

Applicant: Mrs Wendy Viddler

Description: Cais o dan Adran 73 i ddiwygio amod (02) (Cynlluniau cymeradwy) o caniatâd cynllunio rhif VAR/2019/9 (Newid yr adeilad allanol i annedd) er mwyn newid deunydd y tô o paneli metal i llechi yn / Application under Section 73 for the variation of condition (02) (Approved Plans) of planning permission reference VAR/2019/9 (Conversion of outbuilding into a dwelling) so as to change the roofing material from metal panels to slate at

Site Address: Neuadd, Cemaes



Report of Head of Regulation and Economic Development Service (Joanne Roberts)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

The application is being presented to the Committee as the proposal is contrary to policies of the Joint Local Development Plan but which the Local Planning Authority is minded to approve.

Proposal and Site

The application is made under Section 73 for the variation of condition (02)(Approved Plans) of planning permission reference VAR/2019/9 (Conversion of outbuilding into a dwelling) so as to change the roofing material from metal panels to slate at Neuadd, Cemaes.

Key Issues

The key issue is whether or not the proposed amendments are acceptable.

A fallback position exists (extant consent) however, the subsequent change in policy following the adoption of the Joint Local Development Plan (JLDP) is a material factor which must be taken into account.

Policies

Joint Local Development Plan

Policy PCYFF 2: Development Criteria

Policy PCYFF 3: Design and Place Shaping

Policy TAI 7: Conversion of Traditional Buildings in the Open Countryside to Residential Use

Policy AMG 1: Area of Outstanding Natural Beauty Management Plans

Policy AMG 3: Protecting and Enhancing Features and Qualities that are Distinctive to the Local Landscape Character

Policy AMG 5: Local Biodiversity Conservation

Response to Consultation and Publicity

Consultee	Response
Cynghorydd John Griffith	No response at the time of writing the report.
Cynghorydd Kenneth P. Hughes	No response at the time of writing the report.
Cynghorydd Llinos Medi Huws	No response at the time of writing the report.
Cyngor Cymuned Cylch-y-Garn Community Council	No response at the time of writing the report.

The application was afforded three means of publicity. These were by the posting of notices near the site and serving of personal notification letters on the occupiers of the neighbouring properties together with the publication of adverts in the local press. The latest date for the receipt of representations is the 01/07/2020.

At the time of writing the report no representations had been received.

Relevant Planning History

18C71E - Full application for the conversion of outbuilding into a dwelling together with the installation of a package treatment plant on land at Neuadd, Cemlyn - Permitted 23/10/2014

MAO/2018/2 - Minor amendments to decision notice previously issued under planning permission 18C71E so as to include a condition relating to the approved plans for the proposed development at Neuad, Cemaes - Permitted 21/01/2019

VAR/2020/19 - Application under Section 73 for the variation of condition (02)(Approved Plans) of planning permission reference FPL/2019/233 (erection of a new production and storage building (Class use B2), construction of vehicular ramp together with associated ground works) so as to amend the approved plans to increase height of building together with erecting a chimney at Neuadd, Cemaes – Permitted 04/09/2019

Main Planning Considerations

Planning permission was originally granted for the conversion of the outbuilding into a dwelling on 23.10.2014 under planning permission reference 18C71E. On the 21.01.2019 a minor amendment was approved under reference MAO/2018/2 so as to include a condition relating to the approved plans and on the 04.09.2019 permission was granted under Section 73 for amendments to the design of the proposal and the discharge of condition (03) of permission ref 18C71E relating to boundary treatments under planning permission reference VAR/2019/9.

This is a further application under Section 73 in relation to a change to the approved roofing material from metal to natural slates.

Such an amendment is considered to be acceptable and will result in an overall improvement to the approved scheme.

However, since the adoption of the Joint Local Development Plan, conversion of traditional buildings into residential use will only be permitted where there is evidence that employment use of the building is not viable and that it provides an affordable unit for local need.

The development however, benefits from extant consent, therefore the following must be considered:

- Is there a likelihood that the existing permission can be implemented
- as the amendments to the permission an improvement to that previously approved.

The permission granted under reference VAR/2019/9 on 04/09/2019 was subject to a condition that the development be begun within 2 years - by 04/09/2021. No pre-commencement conditions are proposed to be imposed on any permission granted and therefore no barrier to prohibit the implementation of the permission.

The proposed change in the roofing material from metal to natural slates is considered to be an improvement to that previously approved.

Conclusion

The application is contrary to Policy TAI 7 of the JLDP; nevertheless a fallback position exists as the site benefits from an extant permission for the conversion of the outbuilding into a dwelling.

The proposed amendment to the roofing material from metal to natural slates is considered to be acceptable and an overall improvement to the scheme previously approved and it is not considered that the development will have an unacceptable impact upon the character and appearance of the area or the amenities of neighbouring properties.

Recommendation

(01) The development shall begin not later than two years from the date of this decision.

Reason: To comply with the requirements of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

(02) The development hereby permitted shall be carried out in strict conformity with the details shown on the plans below, contained in the form of application and in any other documents accompanying such application unless included within any provision of the conditions of this planning permission.

- **Location Plan 2187:14:1 approved under planning permission reference VAR/2019/9**
- **Proposed Site Plan 2187:14:3a approved under planning permission reference VAR/2019/9**
- **Proposed Plans and Elevations 2187:14:6**
- **Protected Species Survey, Clwydian Ecology dated 11th May 2019 approved under planning application reference VAR/2019/9**

Reason: To ensure that the development is implemented in accord with the approved details.

(03) The car parking accommodation shall be completed in full accordance with the details as shown on drawing number 2187:14:3a approved under planning application reference VAR/2019/9 before the use hereby permitted is commenced and thereafter retained solely for those purposes.

Reason: To enable vehicles to draw off clear of the highway for the safety and convenience of the highway user.

(04) The development work shall take place in accordance with the Reasonable Avoidance Measures outlined within the Protected Species Survey prepared by Clwydian Ecology dated 11th May 2019 approved under application reference VAR/2019/9.

Reason – to safeguard any protected species which may be present on the site

(05) No development in the conversion of the building shall take place in the bird breeding season from 1st March to 30th September inclusive unless the site has been checked for the presence of nesting birds and the results of the survey are submitted to and approved in writing by the local planning authority prior to works commencing

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

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PCYFF1, PCYFF2, PCYFF3, TAI7, TAI15, AMG1, AMG3, AMG5.

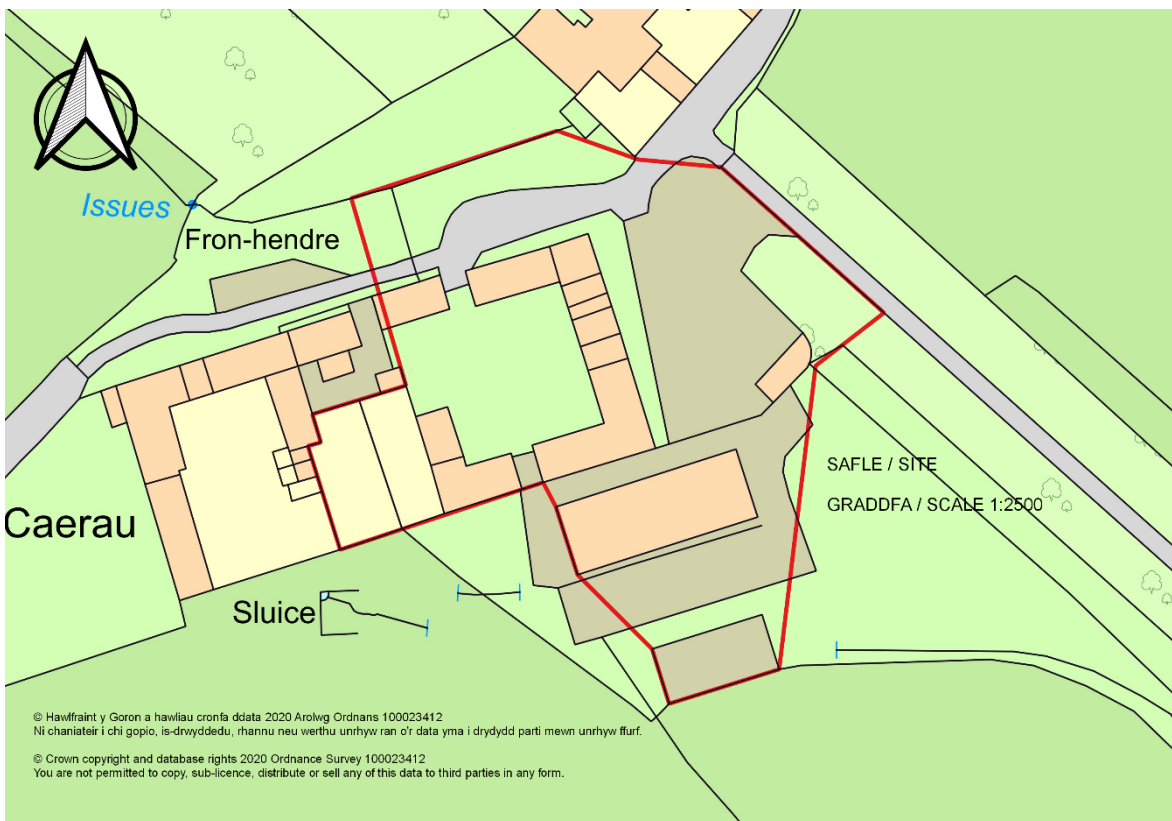
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: 18C223M/VAR

Applicant: Mrs Bente Whyatt

Description: Cais o dan Adran 73 i ddiwygio amodau (02) (manyllion draenio) a (06) (manyllion man pasio) o ganiatâd cynllunio rhif 18C223C (newid adeiliadau allanol i 8 bwthyn gwyliau) er mwyn cyflwyno gwybodaeth ar ôl dechrau datblygiad yn / Application under Section 73 for the variation of conditions (02) (drainage details) and (06) (passing place details) of planning permission reference 18C223C (conversion of outbuildings into 8 holiday cottages) so as to allow the submission of information after works has commenced at

Site Address: Caerau, Llanfairynghornwy



Report of Head of Regulation and Economic Development Service (Iwan Jones)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

The application is being presented to the Committee as the proposal is contrary to policies of the Joint Local Development Plan but which the Local Planning Authority is minded to approve

Proposal and Site

Application under Section 73 for the variation of conditions (02) (drainage details) and (06) (passing place details) of planning permission reference 18C223C (conversion of outbuildings into 8 holiday cottages) so as to allow the submission of information after works has commenced.

Key Issues

The key issue is whether the proposal is an improvement to that originally approved under application reference 18C223C

Policies

Joint Local Development Plan

Policy PCYFF 2: Development Criteria

Policy PCYFF 3: Design and Place Shaping

Policy TAI 7: Conversion of Traditional Buildings in the Open Countryside to Residential Use

Response to Consultation and Publicity

Consultee	Response
Uned Polisi Cynllunio ar y Cyd / Joint Planning Policy Unit	Policy is outlined within the main core of the report
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	No Objection / Informative Advice. Works undertaken to Cow Shed / Stables building has been checked and considered acceptable by a qualified Ecologist, although other wildlife mitigation is yet to be completed.
Iechyd yr Amgylchedd / Environmental Health	No Objection / Informative Advice
Ymgynghorydd Tirwedd / Landscape Advisor	No Objection
Ymgynghorydd Treftadaeth / Heritage Advisor	No Comments
Cyngor Cymuned Cylch-y-Garn Community Council	Concern that the passing bays will not be constructed
Ymgynghoriadau Cynllunio YGC	The drainage section have confirmed due to the size and nature of the development it may be necessary to provide an application to the SAB. The drainage section have also stated that the drainage strategy provided with the application indicates that the developer has considered the use of sustainable drainage within the site, and includes discussion regarding proposed run-off destination and rate. A drainage plan has also been submitted illustrating the approach discussed in the strategy. However until an application is made to the SAB there remains some uncertainty whether the proposed site layout would enable full compliance with the suite of national SuDS standards.
Cynghorydd John Griffith	No Response

Cynghorydd Kenneth P. Hughes	No Response
Cynghorydd Llinos Medi Huws	No Response
Dwr Cymru/Welsh Water	No Objection
Priffyrdd a Trafnidiaeth / Highways and Transportation	The Local Highways Authority have been consulted as part of the application and confirmed that the passing places as required under condition 06 has been completed to their satisfaction.

Site notices was placed near the site and neighbouring properties were notified by letter. The application was also advertised in the local newspaper as the development is contrary to planning policies. The expiry date for receiving representations was the 29/06/2018. At the time of writing the report no letters were received.

Relevant Planning History

18C223C - Full application for conversion of the outbuildings into 8 self-contained holiday cottages together with the installation of a septic tank – Caniatad 24/05/2016

Main Planning Considerations

The principle of developing the site has already been established under planning application 18C223C where permission was granted for conversion of outbuilding into a dwelling on the 24/05/2016. Works commenced at the site on the 24/03/2017 with a certificate of completion with respect to the passing places sent by the Local Highways Authority on the 22/05/2017.

Joint Local Development Plan

The Joint Local Development Plan states that conversion of traditional buildings for residential use will only be permitted for employment use, if this is not an option, the development could provide an affordable unit. However, as the application site has an extant planning permission the following must be considered:-

- Is there a likelihood that the existing permission can be implemented.
- Are the amendments to the permission better than that previously approved.

Application reference 18C223C was approved on the 24/05/2016. Although works has been undertaken by way of protected species mitigation measures to the Cow Shed / Stables building, it is not considered that these works amount to development as defined within s.56 of the Town and Country Planning Act (as amended). The application will therefore expire on the 24/05/2021 which therefore allows sufficient time for the permission to be implemented.

The application has been submitted since works have commenced on site and outstanding pre commenced condition required discharging. The information required under the provisions of the conditions have been submitted as part of the current application and have been assessed by specialist sections of the Authority.

Condition 02 - No development shall take place until a drainage scheme for the site has been submitted and approved in writing by the Local Planning Authority showing how foul and surface water drainage is to be dealt with, The development shall proceed thereafter in accordance with the agreed details with the drainage system being operational prior to any residential use of the buildings.

As part of the current application, a drainage scheme for the site has been submitted which shows how foul and surface water drainage is being dealt with. The surface water will be discharged into a soak away whilst the foul will be discharged into a private treatment plant.

The drainage section have confirmed due to the size and nature of the development it may be necessary to provide an application to the SAB. The drainage section have also stated that *the drainage strategy provided with the application indicates that the developer has considered the use of sustainable drainage within the site, and includes discussion regarding proposed run-off destination and rate. A drainage plan has also been submitted illustrating the approach discussed in the strategy. However until an application is made to the SAB there remains some uncertainty whether the proposed site layout would enable full compliance with the suite of national SuDS standards.*

Welsh Water have also been consulted regarding the application and raised no objection to the proposed development.

Condition 06 – No development shall commence until the location and construction details of 2 passing places to be provided in the highway approaching the site have been submitted to and agreed in writing by the Local Planning Authority, No other part of the development shall proceed until the passing places have been provided and made available for use in accordance with the agreed detail.

The Local Highways Authority have been consulted as part of the application and confirmed that the passing places as required under condition 06 has been completed to their satisfaction.

Conclusion

The application is contrary to Policy TA17 of the Joint Local Development Plan; however the fallback position is that the permission has sufficient time to be implemented. The submitted details are considered acceptable by relevant consultees.

Recommendation

Conditional Approval

(01) The development shall begin not later than 24/05/2021.

Reason: To comply with the requirements of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

(02) The access shall be constructed with 2.4 metre by 43 metre splays on either side prior to the use of the buildings hereby approved. 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: in the interests of road safety.

(03) The access shall be constructed with a bitumen surface for the first 5 metres from the nearside edge of the county highway. No surface water shall be permitted to discharge onto the county highway.

Reason: In the interests of amenity.

(04) The sole means of access and egress for the site shall be that shown on BDS Gwynedd Ltd drawing number 12039/PA/LP Revision G submitted under application reference number 18C223C on 30th March 2016 and highlighted in red on the plan attached to this permission.

Reason: To define the scope of this permission and in the interests of highway safety.

(05) No development in the conversion of any of the buildings shall take place between 1st March and the 1st October in any year.

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

(06) Notwithstanding condition (04) above, no development in the conversion of the buildings to provide units 1 to 8 inclusive shall take place until the cow shed / stables building has been adapted and mitigation measures provided and made available for use in accordance with Greenman Ecology Protected Species Survey (GME382 version 2 report) received on 19th October 2015 under planning reference 18C223C and the email dated 27th March 2016.

Reason: to provide mitigation for the loss of habitat for protected species on the site.

(07) The development hereby permitted shall be carried out in strict conformity with the details shown on the plans below, contained in the form of application and in any other documents accompanying such application unless included within any provision of the conditions of this planning permission.

- BDS Gwynedd Ltd drawing number 12039/PA/LP Revision G Location Plan
- Cow shed/ stables details received on 30th March 2016;
- BDS Gwynedd Ltd drawing number 12039/PA/02 Revision H Proposed Site Layout;
- BDS Gwynedd Ltd drawing number 12039/PA/06 Revision A Proposed Floor Plans (Cottage No.1 and No.2);
- BDS Gwynedd Ltd drawing number 12039/PA/07 Revision B Proposed Floor Plans (Cottage No.3 and No.4);
- BDS Gwynedd Ltd drawing number 12039/PA/08 Revision A Proposed Floor Plans (Cottage No.5);
- BDS Gwynedd Ltd drawing number 12039/PA/09 Revision A Proposed Floor Plans (Cottage No.6 and No.7);
- BDS Gwynedd Ltd drawing number 12039/PA/10 Revision C Proposed floor plans (Cottage No. 8);
- BDS Gwynedd Ltd drawing number 12039/PA/11 Revision C Proposed Elevations;
- BDS Gwynedd Ltd drawing number 12039/PA/12 Revision C Proposed Elevations;
- Greenman Ecology Protected Species Survey (GME382 version 2 report) & Ecologist's email dated 27th March 2016.
- Drainage Layout - 17103/501
- Trail Pit Location Plan - 17103/TP
- Drainage Details Outbuilding - 15180/512
- Drainage Details Outbuildings 2 - 15180/513
- Drainage Details and Langsection Outbuildings - 15180/514

Reason: To ensure that the development is implemented in accord with the approved details.

(08) Notwithstanding the submitted drawings, all existing recessed stone arched opening heads shall be retained and all new roof lights shall be of a conservation style, low profile and flush fitting and with a slate covering; all units shall have a central vertical glazing bar.

Reason: In the interests of retaining the character and appearance of the buildings

(09) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order revoking or re-enacting that Order), the development permitted by Classes A, B, C, D, E and F of Part 1 of Schedule 2 are hereby excluded.

Reason: In the interests of the amenities of the designated Area of Outstanding Natural Beauty.

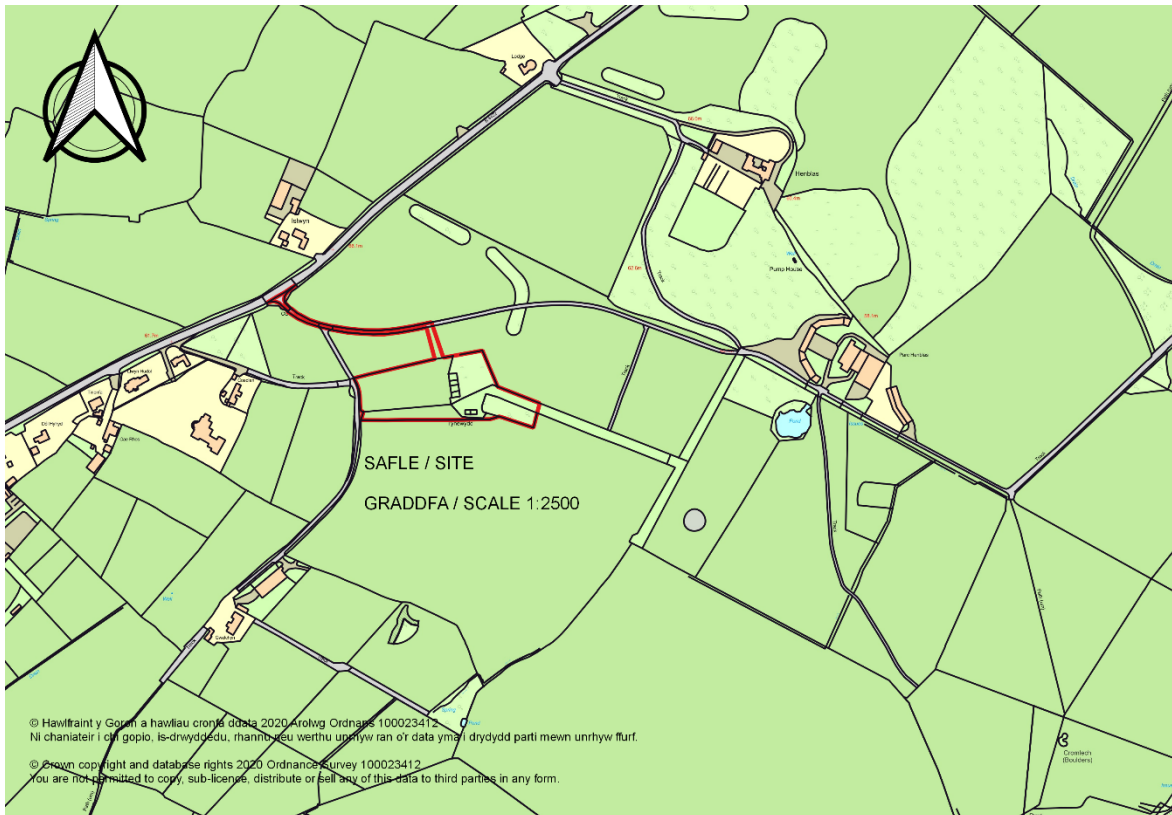
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: VAR/2020/15

Applicant: Mr. Steve Harvey

Description: Cais o dan Adran 73 i amrywio amod (03)(Bydd y datblygiad a ganiateir dan y caniatad yn cael ei weithredu yn unol a'r cynlluniau a gymeradwywyd) o ganiatâd cynllunio rhif 36C49H (Newid defnydd ysgubor yn annedd, addasiadau ac estyniadau i'r hen fwthyn diffaith i mewn i garej ynghyd â gosod tanc septig) er mwyn diwygio dyluniad yn / Application under Section 73 for the variation of condition (03) (The development permitted by this consent shall be carried out in strict accordance to the plans submitted) of planning permission reference 36C49H (Change of use of barn into a dwelling, alterations and extensions to the former derelict cottage into a garage together with the installation of a septic tank) so as to amend design at

Site Address: Tithe Barn, Henblas, Bodorgan



Report of Head of Regulation and Economic Development Service (Gwen Jones)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

The application is being presented to the Committee as the proposal is contrary to policies of the Joint Local Development Plan but which the Local Planning Authority is minded to approve

Proposal and Site

The application is made under Section 73 for a variation of condition (03) (proposal must be carried out in strict accordance with the submitted plans) of planning application reference 36C49H so as to amend the design of the previously approved scheme. The Tithe Barn is a Grade II Listed Building situated on the outskirts of the village of Llangristiolus. Both buildings were a former cottage and a threshing barn. The site is situated on a higher elevation than the adjacent Class II highway that runs from Llangristiolus to Bethel.

Key Issues

The applications key issues are whether the proposal will have an adverse effect on the surrounding landscape and whether the design of the proposal respects the character of the listed building. There is an extant planning permission on the land and consideration must be given to whether the current proposal deteriorates that of the originally approved scheme.

Policies

Joint Local Development Plan

PCYFF2 - Development Criteria

PCYFF3 – Design and Place Shaping

TA17 – Conversion of Traditional Buildings in the Open Countryside to Residential Use

Response to Consultation and Publicity

Consultee	Response
Ymgynghorydd Treftadaeth / Heritage Advisor	Comments
Cynghorydd Eric Wyn Jones	No response at the time of writing the report.
Cynghorydd Dafydd Roberts	No response at the time of writing the report.
Cyngor Cymuned Llangristiolus Community Council	No response at the time of writing the report.
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Comments that work should be in line with the Ecological Assessment carried out.

Site notices were placed near the site and neighbouring properties were notified by letter. The application was also advertised in the local newspaper as the development is contrary to planning policies. The expiry date for receiving representations was the 1st July, 2020. At the time of writing the report 1 web comment had been received. The main comments as follows:

- * The condition of the stone barn near the Tithe Barn has deteriorated too much to convert.
- * There are three separate water pipes going into the barn ready to convert the barn to 2 houses and garage into 1 cottage.

In response to the above comments.

- * A structural survey has been received confirming the condition of the stone barn, it identifies areas where re-building will be necessary; however, it is considered that the majority of the building can be retained.

- * This application is a Section 73 application for amendments to the previous permission, the permission granted was for 1 dwelling. If there are any plans to convert the barn into 2 dwellings and change the

garage into a dwelling, this would be subject to new planning application which would be considered under policies of the Joint Local Development Plan.

Relevant Planning History

36C49E - Conversion of barn into a dwelling, alterations and extensions to the former derelict cottage into a garage together with the installation of a septic tank at Tythe Barn, Bodorgan - Approved 12/4/11

36C49F/LB - Listed Building Consent for conversion of barn into a dwelling, alterations and extensions to the former cottage to form a garage together with the installation of a septic tank at Tythe Barn, Bodorgan - Approved 3/5/11

36C49G/VAR/LB - Application under Section 73 for the variation of condition (01) of consent reference 36C49F/LB so as to extend the life of the permission at - The Barn, Henblas, Bodorgan - Approved 13/7/16

36C49H - Full application for the conversion of the outbuilding into a dwelling at - Tithe Barn, Henblas, Bodorgan. - Approved 10/10/16

Main Planning Considerations

The principle of the proposed scheme has already been established. A full application was approved under planning application 36C49E for the conversion of the barn into a dwelling, alterations and extension to the former derelict cottage into a garage together with the installation of a septic tank on the 12/4/11. A full application was subsequently approved under application 36C49H for conversion of outbuilding into a dwelling and alterations to the former cottage into a garage which was approved on the 10/10/16.

Joint Local Development Plan

The Joint Local Development Plan states that conversion of traditional buildings for residential use will only be permitted for employment use, if this is not an option, the development could provide an affordable unit. However, as the application site has an extant planning permission the following must be considered:-

- Is there a likelihood that the existing permission can be implemented.
- Are the amendments to the permission better than that previously approved.

A full application was approved on the 10/10/16 under application reference 36C49H for the conversion of outbuilding into a dwelling together with alterations to the derelict cottage into a garage at the Tithe Barn. The likelihood of it being implemented is very likely.

Amendments

The proposed amendments are as follows:

- Revised internal layout to the timber box within the barn - This does not require planning permission
- A new garage was initially proposed; however, the garage has now been omitted and a small utility building is proposed measuring 2.8m wide x 4m long x 4m high. The utility building is a small building required for plant and machinery associated with heating the Tithe Barn.
- 2no new flues are proposed on the front elevation of the barn
- The location of the rooflights on the rear elevation of the Tithe Barn has been amended.

- The derelict cottage which will be converted into a garage will have some minor changes such as slightly larger windows and retention of chimney stacks which was not part of the original approval.

Adjacent residential properties

Neighbouring properties have been notified of the development, a site notice placed near the site and a notice placed in the local newspaper as the development is contrary to policy. The expiry date to receive representations being 1st July, 2020. At the time of writing the report 1 letter had been received. It is not considered that the proposal will have a negative impact upon adjoining residential properties.

Conclusion

The application is contrary to Policy TAI 7 of the Joint Local Development Plan; however the fallback position is that the application site has an extant planning permission for the conversion of the Tithe Barn into a dwelling and alterations to the derelict cottage and change the use to a garage.

It is not considered that the amended plans deteriorate that of the previous approved scheme.

Recommendation

(01) The development shall begin not later than 10/10/21.

Reason: To comply with the requirements of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

(02) The car parking accommodation shall be completed in accord with the details hereby approved before the use hereby permitted is commenced.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

(03) The development hereby permitted shall be carried out in strict conformity with the details shown on the plans below, contained in the form of application and in any other documents accompanying such application unless included within any provision of the conditions of this planning permission.

- * 154_01_A - Location Plan
- * 154_02_A - Proposed Site Plan
- * 154_16_A - Proposed Elevations - Outbuilding
- *154_20 - Proposed Utility Building
- * 154_07 - Proposed Ground Floor Plan
- *154_08 - Proposed First and Second Floor Plan
- *154_09 - Proposed Elevations
- * 154_10 - Proposed Elevations
- * 154_11 - Proposed Elevations
- * 154_12 - Proposed Section
- *154_15 - Proposed Plan - Outbuilding
- * 154_18 - Proposed Internal Barn - Elevations
- * 154_19 - Proposed Internal Barn Elevations and window details
- * Structural Condition Report 'Castree' 2716-R01 dated March 20
- Structural Condition Report 'Castree' Outbuilding - 2716 dated 12/3/20
- * PA-09 - Proposed Sub-slab pipework in Barn (Received with planning application 36C49H)

- * Ecological Impact Assessment - V1 dated March 2020

Reason: To ensure that the development is implemented in accord with the approved details.

(04) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order revoking or re-enacting that Order), the development permitted by Classes A, B, C, D, E and F of Part 1 of Schedule 2 are hereby excluded.

Reason: In the interests of residential and visual amenity.

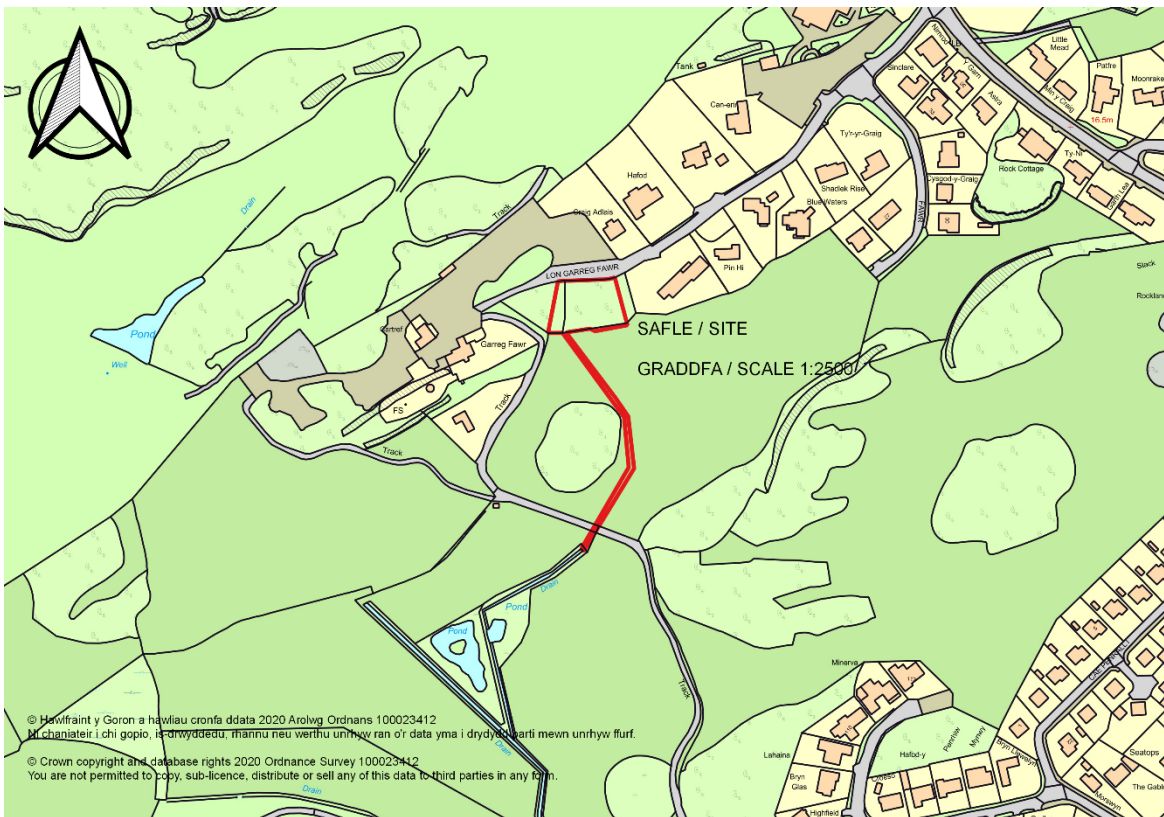
In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

Application Reference: VAR/2020/28

Applicant: Mr & Mrs Seddon

Description: Cais o dan Adran 73A ar gyfer amrywio amod (05) (disgrifiadau deunyddiau) (06) (disgrifiadau ffensys a waliau) (07) (Cynllun Rheoli Traffig Adeiladu) o gais cynllunio 46C410H a'r dir cyfagos i/ Application under Section 73A for the variation of condition (05) (details of materials) (06) (details of fencing and walls) (07) (Construction Traffic Management Plan) of planning permission 46C410H on land adjacent to

Site Address: Garreg Fawr, Lôn Garreg Fawr, Bae Trearddur Bay



Report of Head of Regulation and Economic Development Service (Gwen Jones)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

The application is being presented to the Committee as the proposal is contrary to policies of the Joint Local Development Plan but which the Local Planning Authority is minded to approve.

Proposal and Site

This is an application under Section 73A for the variation of condition (05) (details of materials) (06) (details of fencing and walls) (07) (Construction Traffic Management Plan) from planning permission 46C410H on land adjacent to Garreg Fawr, Lon Garreg Fawr Trearddur Bay.

Key Issues

The key issue is whether the details submitted with the planning application are acceptable.

Policies

Joint Local Development Plan

Joint Local Development Plan

Policy PCYFF2 – Development Criteria
Policy PCYFF3 – Design and Place Shaping
Policy TAI 5 – Local Market Housing
Policy TRA2 – Parking Standards

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Dafydd Rhys Thomas	No response at the time of writing the report.
Cynghorydd John Arwel Roberts	No response at the time of writing the report.
Cyngor Cymdeithas Trearddur Community Council	No response at the time of writing the report.
Cynghorydd Trefor Lloyd Hughes	No response at the time of writing the report.
Priffyrdd a Trafnidiaeth / Highways and Transportation	Confirmation that the Traffic Management Plan is acceptable.

Site notices were placed near the site and neighbouring properties were notified by letter. The application was also advertised in the local newspaper as the development is contrary to planning policies. The expiry date for receiving representations is the 01/07/2020. At the time of writing the report no letters had been received.

Relevant Planning History

46C410B - Outline application for the erection of a dwelling on land adjacent to Garreg Fawr, Trearddur Bay – Approved 5/2/09 – Granted

46C410E/DA - Reserved matters application for the erection of a dwelling on land adjacent to Garreg Fawr, Trearddur Bay – 22/3/12 – Granted

46C410G/LUC - Application for a Lawful Development Certificate for existing operations comprising of works to access undertaken to implement planning permission 46C410B at Garreg Fawr, Trearddur Bay – 21/11/17 – Lawful

46C410H - Full application for the erection of a dwelling which includes a terraced decking area on land adjacent Garreg Fawr, Trearddur Bay – Granted 7/11/18

DIS/2019/15 – Application to discharge condition (04) (Construction Environmental Management Plan) from planning application 46C410H on land adjacent to Garreg Fawr, Trearddur Bay – Discharged 15/3/19

Main Planning Considerations

The principle of a dwelling has already been established. An application for a lawful use certificate to prove that works to the access had been undertaken to implement planning permission 46C410B was considered lawful on the 21/11/17. Therefore planning permission for a dwelling has been safeguarded on the application site. A full application was approved on the 7th November, 2018 to amend the design of the dwelling.

Joint Local Development Plan

Since the adoption of the Joint Local Development Plan, Trearddur Bay is identified as a Coastal and Rural Village under the provision of Policy TAI 5. The policy does not support the provision of open market housing. However, as the application site has an extant planning permission the following must be considered:-

- Is there a likelihood that the existing permission can be implemented.
- Are the details submitted with this application acceptable.

A reserved matters application reference 46C410E/DA was approved and a certificate of lawfulness was considered to be lawful on the 21/11/17. A further planning application was approved on the 7/11/18 under planning application reference 46C410H to amend the design of the dwelling previously approved. The development on the application site has already commenced.

Amendments

The proposed details submitted with the planning application are as follows:

- (Condition 05) Details of materials to be used in the development.

The materials for the dwelling are Spanish slate roof, K-Rend and horizontal cladding for the external walls and UPVC windows and doors. It is considered that the materials are acceptable and will fit into the area.

- (Condition 06) Details of fencing and walls

Details submitted with the planning application shows an existing stone wall to be repaired to the roadside elevation together with a new agricultural wire mesh stock fencing to the East, South and West boundaries.

- (Condition 07) Construction Traffic Management Plan.

The Highways Authority has confirmed that the Construction Traffic Management Plan submitted is acceptable and works should be implemented in accordance to the submitted information.

It is considered that the materials of the dwelling and fencing/walling is acceptable and will fit into the area.

Adjacent residential properties

Neighbouring properties have been notified of the development. The expiry date to receive representations being 1st July, 2020. At the time of writing the report no letters had been received. It is

not considered that the materials and details submitted with the planning application will have a negative impact upon adjoining residential properties.

Conclusion

The application is contrary to Policy TAI 5 of the Joint Local Development Plan; however the fallback position is that the application site has an extant planning permission for an open market dwelling.

The details submitted with the planning application is acceptable and the conditions have been amended to reflect the submitted information.

Recommendation

(01) The development permitted by this consent shall be carried out strictly in accordance with the plans and documents submitted below:

- * **Location Plan - PL 001 Rev A Submitted with planning application 46C410H**
- * **Proposed Block Plan - PL 010 Rev C**
Submitted with planning application 46C410H
- * **Proposed Site Plan - PL 011 Rev B**
Submitted with planning application 46C410H
- * **Proposed Site Section - PL 012**
Submitted with planning application 46C410H
- * **Proposed Site Section - PL 013 Rev A**
Submitted with planning application 46C410H
- * **Lower Ground Floor Plan - PL 014 Rev A**
Submitted with planning application 46C410H
- * **Ground Floor Plan - PL 015 Rev B**
Submitted with planning application 46C410H
- * **First Floor Plan - PL016 Rev A**
Submitted with planning application 46C410H
- * **Roof Plan - PL 017**
Submitted with planning application 46C410H
- * **Proposed Elevations - PL 020 Rev A**
Submitted with planning application 46C410H
- * **Proposed Elevations- PL 021 Rev C**
Submitted with planning application 46C410H
- * **Proposed Drainage Connections - PL 022**
Submitted with planning application 46C410H
- * **Proposed Site Section III - PL 023**
Submitted with planning application 46C410H
- * **Proposed Materials Schedule - Submitted with planning application VAR/2020/28**
- * **Construction Traffic Management Plan - Submitted with planning application VAR/2020/28 – 1624 PL 026**
- * **Boundary Arrangements - PL024 Submitted with planning application VAR/2020/28**
- * **Construction Environmental Management Plan - Submitted with DIS/2019/15**

under planning application reference 46C410H, DIS/2019/15 and VAR/2020/28.

Reason: For the avoidance of doubt.

(02) Development shall be undertaken in accordance with the Construction Environmental Management Plan approved under planning application DIS/2019/15

Reason: To safeguard against any impact the construction of the development on local amenity.

(03) The materials used on the external surfaces of the development shall be in accordance with details submitted under 'Material Schedule' reference '1795 March 2020' approved under planning application VAR/2020/28.

Reason: To ensure a satisfactory appearance of the development.

(04) Fencing, walling and means of enclosure shall be in accordance with details submitted under 'Boundary Arrangements' drawing reference PL024 approved under planning application VAR/2020/28.

Reason: In the interests of visual amenity.

(05) Development shall be undertaken in accordance with the Traffic Management Plan drawing number PL026 approved under planning application VAR/2020/28.

Reason: To ensure reasonable and proper control is exercised over construction traffic and construction activities in the interests of highway safety.

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.

Planning Committee: 05/08/2020

11.1

Application Reference: HHP/2020/82

Applicant: Mrs. Ceri Jones

Description: Cais llawn ar gyfer addasu ac ehangu, codi anecs ynghyd a estyniad i'r cwrtil yn / Full application for alterations and extensions, erection of an annexe together with an extension to the curtilage at

Site Address: Erw Goch, Brynsiencyn



Report of Head of Regulation and Economic Development Service (John Williams)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

Applicant is related to an elected member and an employee of the Highways, Waste & Property Service. The application has been scrutinised by the Monitoring Officer as required under paragraph 4.6.10.4 of the Constitution.

Proposal and Site

Erw Goch is located on the outskirts of the village of Brynsiencyn, approximately 600m south of the junction of the class 3 road that leads to the Sea Zoo with the A4080 and 250m south of the junction of the class 3 road with the access road to Ysgol Brynsiencyn. Two other dwellings fall within a 200m radius

to the application site, these being 100m to the north, 125m to the southwest and 195m to the south. The curtilage of Erw Goch is bounded on three sides by agricultural land, with the southeast facing boundary fronted by the class 3 road.

The application site has direct access to the class 3 road in question and this, in turn, provides unencumbered access to the major road network. The construction traffic management plan (CMTP) submitted by the applicant advises that the class 3 road has an average width of 7m to the site which provides sufficient width for two vehicles to pass comfortably.

The proposed extension of the property to provide an annexe would be to the north east of the existing dwelling and would necessitate the extension of the existing curtilage into the adjoining field which is in the applicant's ownership. The extension is proposed to be of two storey construction and would accommodate a ground floor consisting of a lounge, kitchen, bathroom and sunroom whilst the upper storey would accommodate two bedrooms and a bathroom.

The intention is for the applicant and her husband to move into the proposed annexe whilst her daughter and family would occupy the main dwelling. The applicant's granddaughter has autism and special needs and the applicant assists in her daily care and provides support to the child's parents. The annexe is seen as a solution to providing support to the younger family in caring for the grandchild whilst allowing both families to independently occupy sections of the extended property.

Key Issues

The application's key issues revolve around the appropriateness of the proposed development's location, design and use, how it integrates with the surrounding area and whether any adverse impacts arise.

Policies

Joint Local Development Plan

- Policy PCYFF 1: Development Boundaries
- Policy PCYFF 2: Development Criteria
- Policy PCYFF 3: Design and Place Shaping
- Policy PCYFF4: Design and Landscaping

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Eric Wyn Jones	No response
Cynghorydd Dafydd Roberts	No response
Cyngor Cymuned Llanidan Community Council	Support the application
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Disturbance to roof features should have regard to the potential presence of bats with NRW to be contacted if bats are found within the structures. Similarly, features which may support birds' nests be checked before and during work. If active nests found, disturbance should be avoided and work delayed if undertaken during the nesting season. Hedge removal to be undertaken outside the nesting season with mitigation, in the form of replacement hedge planting agreed on a landscape plan.

Cyfoeth Naturiol Cymru / Natural Resources Wales	No comment to make on the proposed development on the basis that, from the information provided, NRW do not consider that the proposed development affects a matter listed in their consultation topics – Development Planning Advisory Service: Consultation Topics (Sept. 2018)
Priffyrdd a Trafnidiaeth / Highways and Transportation	Initially recommended that any approval granted should include the imposition of a condition requiring the submission and agreement of a construction traffic management plan (CTMP). Such a plan was provided by the applicant prior to drafting this report and the Highways Service found it to be satisfactory. It was therefore advised that such a condition was no longer necessary to be attached to any permission granted.
Ymgynghoriadau Cynllunio YGC	No response

The application was publicised by means of neighbour notification letters. The latest date for the receipt of observations was 28/07/2020. At the time of writing this report, no letters of representation had been received in relation to the application.

Relevant Planning History

37C36 – Erection of an agricultural dwelling on part of OS enclosure 963 adjacent to Cae Coch, Brynsiencyn – Approved 06/01/88

37C36A – Deletion of agricultural condition imposed on planning permission 37C36 for a dwelling at Cae Coch, Brynsiencyn – Approved 08/08/89

37C36B – Erection of a dwelling at Cae Coch, Brynsiencyn – Approved 09/01/91

37C36C – erection of a private garage at Cae Coch, Brynsiencyn – Approved 12/02/99

HHP/2020/16 - Full application for the erection of an annexe at Erw Goch, Brynsiencyn. Withdrawn 29/04/2020

Main Planning Considerations

Location and Design

Policy PCYFF3: Design and Place Shaping states that proposals are expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context. It continues that proposals must complement and enhance the character and appearance of the site in terms of siting, appearance, scale, height, massing and elevation treatment. Whilst the extension is a relatively large, two storey one, it is proportional in relation to the existing dwelling. The materials proposed to be used match or will be very similar to those used in the existing dwelling, that is, slate roof with rendered walls.

Other dwellings in the immediate vicinity to the application site tend to be relatively large properties set within large, individual plots. By extending this property, the result would be in keeping with this characteristic and would not therefore look out of place.

Visual Amenity

Similarly, Policy PCYFF4: Design and Landscaping states that all proposals should integrate into their surroundings. The consultation response from the Council's Ecological and Environmental Adviser refers to the loss of hedgerow to the north east of the site to accommodate the extension of Erw Goch's curtilage. From the perspective that development proposals should offer biodiversity enhancements, the loss of hedgerow could be considered detrimental in this regard.

As such, and in order to mitigate for the loss of hedgerow, the developer should be required to replace the hedgerow ensuring that native species such as hazel, hawthorn, holly or similar be planted. A condition in this regard shall be attached to any permission granted requiring an appropriate planting scheme to be submitted to and agreed with the local planning authority (LPA) and thereafter implemented and managed to the LPA's satisfaction. The implementation of such a replacement planting scheme will, once mature, not only provide biodiversity benefits but also provide screening to reduce any visual impact in addition to maintaining the occupier's privacy.

Highways

The Class 3 road providing access to the property is considered sufficiently wide to accommodate construction/delivery traffic and the construction and traffic management plan submitted with the application confirms that delivery of materials to the site will be coordinated to arrive between 9.00am and 3.00pm so as to avoid conflict with children arriving at/leaving the nearby school. All material delivery traffic will use the same route to and from the site, namely, from the A4080 turning off onto the Class 3 road at the junction between the two roads opposite the Groeslon pub.

Given the position of the extension relative to other residential properties in the locality, it is not considered that the proposal will harm the amenities currently enjoyed by the occupants of properties in the immediate or wider neighbourhood. To reinforce this, no adverse representations have been received following the statutory consultations.

Conclusion

Having considered the above and all other material considerations it is recommended that the planning application be permitted subject to a condition restricting the use of the annexe for purposes ancillary to the residential use of the dwelling known as Erw Goch and that a scheme for the planting and subsequent management of the replacement hedge is submitted to and agreed by the LPA and implemented in the first planting season following the grant of planning permission.

Recommendation

Permit the application subject to the following conditions.

(01) The development shall begin not later than five years from the date of this decision.

Reason: To comply with the requirements of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

(02) The annexe hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as Erw Goch.

Reason: For the avoidance of doubt.

(03) No development shall take place until a scheme of landscaping for the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented not later than the first planting season after the occupation of the building or the completion of the development, whichever is the sooner.

Reason: In the interests of the amenities of the area and to ensure that the development secures an ecological enhancement.

(04) Any trees or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the Local Planning Authority.

Reason: In the interests of the amenities of the area and to ensure that the development secures an ecological enhancement.

(05) The development hereby permitted shall be carried out in strict conformity with the details shown on the plans below, contained in the form of application and in any other documents accompanying such application unless included within any provision of the conditions of this planning permission.

Drawing No. ERW/2020/01A – Proposed Layout & Elevations

Drawing No. ERW/2020/03A – Location Plan

Drawing No. ERW/2020/05A – Proposed Drainage Layout

Reason: To ensure that the development is implemented in accord with the approved details.

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.

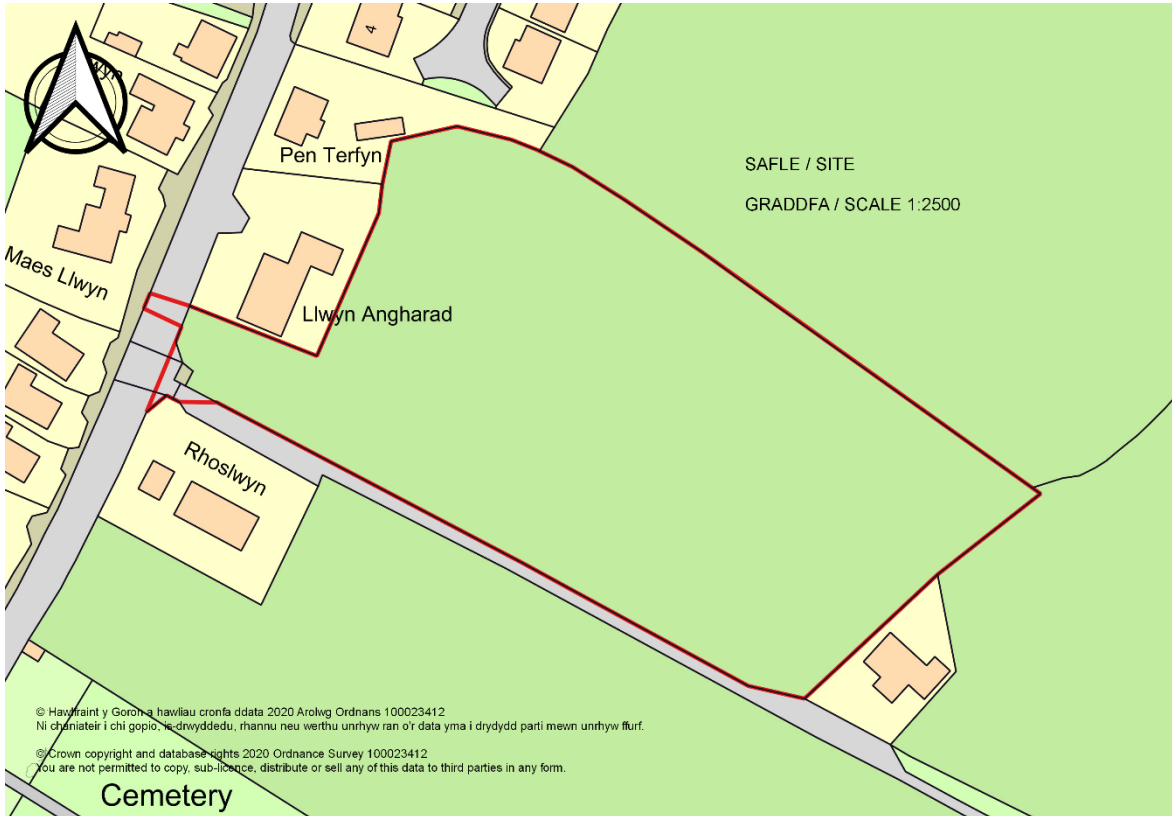
Planning Committee: 05/08/2020

Application Reference: OP/2019/17

Applicant: Mr & Mrs Bleddyn and Bethan Hughes

Description: Cais amlinellol ar gyfer codi 30 annedd yn cynnwys manylion llawn o gosodiad a mynedfa yn / Outline application for the erection of 30 dwellings together with full details of layout and access at

Site Address: Tre Angharad, Bodedern



Report of Head of Regulation and Economic Development Service (Gwen Jones)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

The applicant is a relevant officer. The application has been scrutinised by the Monitoring Officer as required under paragraph 4.6.10.4 of the Constitution.

Proposal and Site

The application site comprises 0.97 hectares of agricultural land situated along London Road which leads to the centre of Bodedern. Part of the application site to the north is abutted by the Llwyn yr Eos residential estate, and to the east by a residential property (Rhos Angharad) and to the south west by residential properties (Rhos Llwyn, Llwyn Angharad and Penterfyn).

This is an Outline application for the erection of 30 dwellings together with full details of layout and access for determination. The proposal is made for 30 dwellings which includes 6 affordable dwellings. The layout plan illustrates an improved entrance to London Road and an internal road. As part of the proposal a pavement will be provided from within the application site which will lead to a pedestrian crossing to join with the existing pavement on the opposite side of London Road.

This is a major planning application which has been subject to statutory pre-application consultation process. The requirement to carry out a pre-application consultation is set out in Section 17 of the Act and the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 as amended by the 2016 Order.

Key Issues

- Principle of Residential Development
- Highway Considerations and Sustainability
- Relationship with the Surroundings
- Relationship with Adjacent Properties
- Ecology and Biodiversity Considerations

Policies

Joint Local Development Plan

PS 1: Welsh Language and Culture

ISA 1: Infrastructure Provision

ISA 5: Provision of Open Space in New Housing Developments

PS 4: Sustainable Transport, Development and Accessibility

TRA 2: Parking Standards

TRA 4: Managing Transport Impacts

PS 5: Sustainable Development

PS 6: Alleviating and Adapting to the Effects of Climate Change

PCYFF 1: Development Boundaries

PCYFF 2: Development Criteria

PCYFF 3: Design and Place Shaping

PCYFF 4: Design and Landscaping

PCYFF 6: Water Conservation

TAI 1: Housing in Sub Regional Centre & Urban Service Centres

TAI 8: Appropriate Housing Mix

TAI 15: Affordable Housing Threshold & Distribution

AMG 3: Protecting and Enhancing Features and Qualities that are distinctive to the local Landscape Character

AMG 5: Local Biodiversity Conservation

PS 19: Conserving and where appropriate Enhancing the Natural Environment

PS 20: Preserving and Where Appropriate Enhancing Heritage Assets

AT 4: Protection of Non Designated Archaeological Sites and their Setting

Planning Policy Wales (Edition 10 December 2018)

Technical Advice Note (TAN) 2: Planning and Affordable Housing (2006)

Technical Advice Note 5 (TAN): Nature Conservation and Planning (2009)

Technical Advice Note Wales TAN 11 Noise (1997)

Technical Advice Note (TAN) 12: Design (2016)

Technical Advice Note (TAN) 15: Development and Flood Risk (2004)

Technical Advice Note (TAN) 18: Transport (2007)

Technical Advice Note (TAN) 20: Planning and the Welsh Language (2017)

Technical Advice Note (TAN) 24: The Historic Environment (2017)

Supplementary Planning Guidance Affordable Housing (2004)
 Supplementary Planning Guidance IOCC Deign Guide for the urban and Rural Environment (2008) "SPG Design Guide"
 Supplementary Planning Guidance Parking Standards (2008)
 Supplementary Planning Guidance Planning Obligations (Section 106 Agreements) (2008)
 Supplementary Planning Guidance Housing Mix (October 2018)

Response to Consultation and Publicity

Consultee	Response
Cynghorydd John Griffith	No response at the time of writing the report.
Cynghorydd Kenneth P. Hughes	No response at the time of writing the report.
Cynghorydd Llinos Medi Huws	No response at the time of writing the report.
Cyngor Cymuned Bodedern Community Council	No response at the time of writing the report.
Priffyrdd a Trafnidiaeth / Highways and Transportation	Conditional Approval
Draenio Gwynedd / Gwynedd Drainage	<p>Due to the size and nature of the development it will be necessary to provide an application to the SAB for approval prior to the commencement of the building work.</p> <p>The drainage strategy provided with the application indicates that the developer has considered the use of sustainable drainage within the site, and includes discussion regarding proposed run-off destination and rate. A drainage plan has also been submitted illustrating the approach discussed in the strategy. However until an application is made to the SAB there remains some uncertainty whether the proposed site layout would enable full compliance with the suite of national SuDS standards.</p>
Uned Polisi Cynllunio ar y Cyd / Joint Planning Policy Unit	Standard Comments
Gwasanaeth Addysg / Education Service	Education Contribution of £12,557 is required towards Ysgol Gynradd Bodedern.
Dwr Cymru Welsh Water	Conditional Approval
Ymgynghorydd Tirwedd / Landscape Advisor	Conditional Approval
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	Conditional Approval
GCAG / GAPS	Standard Comments
Iechyd yr Amgylchedd / Environmental Health	Conditional Approval
Cyfoeth Naturiol Cymru / Natural Resources Wales	Conditional Approval

Strategol Tai / Housing Strategy	The Housing Department is satisfied with the housing mix on the application site and is also satisfied with the number of affordable dwellings as part of this application.
Diogelu – Y Weinyddiaeth Amddiffyn / MOD Safeguarding	No objection
Scottish Power Energy Networks	Standard Comments
Cadw Scheduled Monuments	<p>AN010 Presaddfed Burial Chamber AN099 Bodedern Early Christian Cemetery</p> <p>The two scheduled monuments are located inside 2km of the proposed development; however, intervening topography and vegetation will block all views between it and scheduled monument AN010 Presaddfed Burial Chamber. Consequently it is my opinion that the proposed development will not have any impact on the setting of scheduled monument AN010.</p> <p>The proposed development will consist of 30 dwellings comprising a mixture of two and three bedroomed properties. When viewed from the scheduled monument it will be seen as an extension of the existing settlement at Bodedern. Whilst this will increase the amount of modern development in the view from the scheduled monument it will not have any impact on the surrounding topography and immediate environs. Consequently the proposed development will not alter the way that the scheduled monument is experienced, understood or appreciated and therefore it will have no impact on the setting of scheduled monument AN099.</p>
Bwrdd Iechyd Betsi Cadwaladr Health Board	No Objection

The planning application was advertised by way of placing a site notice near the site and neighbouring properties notified in writing. A notice was also placed in the local newspaper. The publicity period for the latest amended plans and additional information expired on the 1st July, 2020. The amended plans include amended site layout to ensure the dwellings comply with distances of the Supplementary Planning Guidance on Urban and Rural Environment. The additional information included detailed analysis of the proposed traffic generation from the site together with a Phase One Habitat Survey in order to identify any habitat features which may hold wildlife interest, particularly in relation to protected species.

At the time of writing the report four letters of objection had been received. The main reasons for objecting as follows:-

- Concerns regarding the number of dwellings and the disruption of the development upon the village
- The development will have a negative impact upon the historical character and the Welsh community of Bodedern
- The application would set a precedent to change agricultural fields to residential development.
- There will be increased visual urbanisation and an increase in the built form of the village

- There is a high level of traffic in the village and the proposal will increase the level of traffic in the vicinity with no pavement near the application site
- Increase in sewage in the area. The current public sewer is not adequate.
- The development will have a negative impact upon amenity and privacy
- Flooding
- Light Pollution
- Infrastructure to cope with extra people i.e schools, doctors.
- Noise levels
- Increase in children attending local school
- Safety of children

In response to the objections received.

- The site is an allocated housing site within the development boundary of Bodedern, the density of houses on the site complies with criteria (3) of Policy PCYFF2.
- Consideration has been given to the Welsh Language, this is an allocated housing site and therefore it is considered that Welsh Language has been considered and assessed as part of the development plan process and considered acceptable. The number and types of dwellings also meet an identified need for housing within the settlement to house local people.
- A Transport Statement has been received with the planning application and a detailed analysis of the proposed traffic generated has been received and the Highways Authority has confirmed that they are satisfied with the proposal.
- There will be a pavement as part of the proposal which will lead to a tactile crossing which links to the existing pedestrian footway.
- Welsh Water have confirmed that they are satisfied with the proposal and connection to the mains sewer.
- The dwellings comply with distances as set out in the SPG; therefore, it is not considered that the proposal will have a negative impact upon the amenity and privacy of adjoining residential properties.
- The site is not within a flood zone, Natural Resources Wales are satisfied with the proposal and have not expressed concern on flooding.
- A condition will be placed on the permission to ensure the type and location of the street lighting is acceptable. The details will need to be submitted with the reserved matters application.
- A financial contribution will be made towards Nursery facilities at Ysgol Gynradd Bodedern, this will be subject to a Section 106 agreement.
- Betsi Cadwaladr has been consulted on the application and have no objection.
- There will be some disruption during construction work; however there will be a requirement for the applicant to provide further details of working hours with the detailed planning application.
- A tactile crossing is proposed as part of the planning application, this will enable pedestrians to cross the road safely towards the existing pedestrian crossing.

Relevant Planning History

No relevant planning history

Main Planning Considerations

Principle of Residential Development

Bodedern is identified as a Local Service Centre under Policy TAI2 of the JLDP. The policy supports housing to meet the plan's strategy through housing allocations within the development boundary based upon the indicative provision shown in the policy. The application site is within the development boundary and forms part of the T33 housing allocation which is land allocated as a housing site in the plan. The proposal is therefore considered against Policy TAI2.

The application site is located on an allocated site (T33) within the development boundary of Bodedern under the provisions of PCYFF 1 and the principle of residential development is therefore acceptable and

aligns with policy TAI 1, further the JPPU have confirmed that at present capacity exists in the settlement and that no Welsh Language Statement is required with the planning application. A satisfactory record of how the Welsh language was considered in drawing up the planning application has been provided with the Design and Access Statement submitted with the planning application.

Criterion (3) of Policy PCYFF2 seeks to ensure that proposals make the most efficient use of land, including achieving densities of a minimum of 30 housing units per hectare for residential development (unless there are local circumstances or site constraints that dictate a lower density). The density of this proposal (30 units) on part of the allocation (0.97 hectares) totals 30.9 units per hectare. The proposed number of units therefore satisfies the requirements of Policy PCYFF2.

Policy TAI 8 of the JLDP requires that the mix of housing in a development are appropriate and align with the need of the area. The mix of dwellings comprises detached, semi-detached and terraced houses. There will be 2 no 3 bed houses (Type A), 4 no 2/3 bed houses (Type B/B1), 4 no 2 bed houses (Type C) and 20 number 3 bed houses (Type D). The Design and Access Statement explains how the mix was derived having regard to the SPG Housing Mix and concludes that the scheme meets the need for 2 and 3 bedroom dwellings. The council's Housing Service has confirmed that they are satisfied with the housing mix proposed in the development, although the comments note that properties suitable for older persons have not been considered as part of the assessment.

Policy TAI 15 requires that part of the proposed development is provided for affordable housing purposes and in Bodedern this equates to 20% of the overall number of units which equates to 6 units. The council's Housing Service has confirmed that there is a need for affordable housing based on the council housing waiting list and the Tai Teg register and they have confirmed that they are satisfied with 6 affordable units.

Highway Considerations and Sustainability:

It is material that the application site is allocated for residential purposes in the JLDP and that at part of this process the adequacy of the highway network serving the development would have been assessed in preparing the plan.

A Transport Statement has been provided with the application to address Highway and transportation issues associated with the 30 unit residential development. A detailed analysis of the proposed traffic generation from the application site has been undertaken and the Highway Authority has confirmed that they are satisfied with the proposal with appropriately worded conditions.

The Highways Authority has confirmed that the site layout is satisfactory with good estate road and footway widths enabling ease of movements for all modes of traffic.

A 40m x 2.4m visibility splay is provided as part of the planning application as required by Technical Advice Note 18.

The Highways Authority has confirmed that the access at Llwyn yr Eos is sufficient to serve the remaining allocated housing T33 application site.

Drainage

Drainage plans have been submitted with the planning application and confirmation has been received that foul drainage from the development would be discharged into the public sewer at manhole chamber reference SH33792901 located adjacent to Bodedern Secondary School. Welsh Water has confirmed that this is acceptable with an appropriate worded condition.

Surface water run-off will be discharged via soakaway systems which includes highway soakaway, tree pit soakaway system, common soakaway systems to the rear of plots 25-30 and individual soakaways for all other plots. The existing culvert to the east of the site will be removed to allow surface water generated

during events exceeding and extreme event to discharge into the open ditch and any build-up of water will surcharge onto the minor road and routed away from nearby properties.

Surface water from the development will need to be disposed of via a SuDS system and approval will be required from the Suds Approving Body which is an arm of the council.

Ecology and Biodiversity: In line with Strategic Policy PS19 and AMG5 of the Joint Local Development Plan and the requirements of the Environment (Wales) Act 2016 to seek to maintain and enhance biodiversity the Ecological Advisor requested a Phase One Habitat Survey to identify whether there were any habitat features which may hold wildlife interest, particularly in relation to protected species.

The Ecological Appraisal document found the site to hold limited ecological interest; however Mitigation Measures will need to be adhered to.

Natural Resources Wales has confirmed that they are satisfied with the proposal.

Landscaping

Landscaping is not a consideration under this outline application; however, it has been confirmed that the existing hedge on the North East boundary will be retained and further landscaping work will be undertaken. Details of the landscaping scheme will be submitted with the reserved matters application.

Scheduled Ancient Monuments

The conservation of archaeological remains and their settings is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ.

CADW has confirmed that there are two scheduled monuments located inside 2km of the proposed development; however, intervening topography and vegetation will block all views between it and scheduled monument AN010 Presaddfed Burial Chamber. Consequently it is not considered that the proposed development will have any impact on the setting of scheduled monument AN010. The application area is located some 770m west of scheduled monument AN099 Bodedern Early Christian Cemetery and CADW has confirmed that the development will not have any impact on the setting of scheduled monument AN010.

CADW confirms that when the development is viewed from the scheduled monument it will be seen as an extension of the existing settlement at Bodedern. Whilst this will increase the amount of modern development in the view from the scheduled monument it will not have any impact on the surrounding topography and immediate environs. Consequently the proposed development will not alter the way that the scheduled monument is experienced, understood or appreciated and therefore it will have no impact on the setting of scheduled monument AN099.

Relationship with Adjacent Properties

The council's SPG Design Guide provides guidance on the proximity of development to other properties and boundaries to prevent overlooking and other unacceptable impacts. Amended plans were received in the course of determining the planning application which increased the distances from the rear elevations of the dwellings to the boundaries at the bottom of their rear gardens. The distances are now acceptable such that there will not be any unacceptable impacts on the residential amenities of the existing residential properties.

In terms of the impact of the proposed development on the residential amenities of adjacent residential and other properties it is considered that this can be satisfactorily regulated by the use of a Construction

Environmental Management Plan which will regulate working times and other construction activities as recommended in the comments of the council's Environmental Health Section.

Other Matters:

Policy ISA 5: of the JLDP requires that new housing proposals for 10 or more dwellings in areas where existing open space cannot meet the needs of the proposed development, will be expected to provide suitable open space provision in accord with the policy. There is a deficiency in provision of children's equipped play areas in Bodedern. The development will provide 166.15 metre square on-site children's equipped play space to the North East corner of the application site.

The application site comprises agricultural land and PPW states Grade 1, 2 and 3a agricultural land should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations. In this instance the application site is allocated such that the aforementioned considerations would have been systematically assessed as part of the overall process of preparing the JLDP.

The council's Education Section have confirmed that a financial contribution will be required towards Nursery facilities at Ysgol Gynradd Bodedern and on this basis a planning obligation has been recommended requiring a financial contribution of £12,557 as part of the development.

Betsi Cadwaladr has been consulted and have no objection.

Conclusion

In summary the proposal for 30 residential units on this allocated housing site aligns with material policies and is acceptable having weighted the material considerations described in the report.

Recommendation

That planning permission is approved subject to the completion of a legal agreement containing the following obligations.

- 6 of the dwellings to be affordable
- An Education Contribution of £12,557
- Provide full specifications of all Play Equipment to be installed in the Equipped Open Space, a timetable for implementation of the approved Play Equipment and a scheme to ensure that the approved Play Equipment is maintained and retained such that it is fully operational and safe for use in the lifetime for the lifetime of development hereby approved.

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) Details of the appearance, landscaping, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: The application is for outline planning permission.

(02) The development shall begin either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To prevent the accumulation of planning permission: to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990.

(03) Any application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

Reason: To prevent the accumulation of planning permissions to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990.

(04) No development shall take place until a scheme indicating all of the proposed means of enclosure around and within the application site whether by means of walls or fences and a timetable for the construction or erection thereof has been submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be constructed or erected in accordance with the details approved under the provisions of this condition and shall thereafter be retained in the lifetime of the development hereby approved and any replacement wall or fencing shall be to an equivalent specification.

Reason: To ensure that the details and appearance of the development are acceptable to the Local Planning Authority and to protect the amenities of adjacent residential properties.

(05) Notwithstanding the landscaping shown on the submitted plans, no development shall take place until a scheme of landscaping and tree planting for the site which provides for the retention of existing trees and hedges has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall show the proposed planting, including species, size and density and distinguish those trees and hedges to be retained showing their species, spread and maturity together with measures for their protection in the course of development. The approved new planting shall be implemented no later than the first planting season after completion of the development, whichever is the sooner. The approved protection measures shall be implemented prior to the commencement of development.

Reason In the interests of visual amenities and biodiversity of the locality

(07) The application site shall be developed strictly and entirely in accordance with the Preliminary Ecological Assessment by Cambrian Ecology Ltd dated 25th March, 2020.

Reason: In the interests of ecology.

(06) Any trees or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the Local Planning Authority.

Reason In the interests of visual amenities of the locality.

(08) The details to be submitted for approval in writing by the Local Planning authority in accordance with Condition (01) shall illustrate 'Schwelger 1fr Bat Tubes or a similar specification bat tube' on the North elevation of the dwellings on plots 1 to 15. The dwellings shall be constructed with the specified bat tubes in the positions that have been approved in writing by the Local Planning Authority.

Reason: In order to enhance biodiversity.

(09) No vegetation removal shall take place between 1st March and 30th September in any year unless the vegetation has been examined by a suitably qualified ecologist to confirm the absence of nesting birds. The results of this survey shall be submitted to and approved in writing by the Local Planning Authority prior to any vegetation removal between 1st March and 30th September.

Reason: To safeguard any nesting birds which may be present on the site.

(11) If contamination is encountered in the implementation of the development hereby approved it shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the Local Planning Authority. The relevant parts of the application site shall thereafter be remediated in accordance with the scheme of remediation approved under the provisions of this planning condition.

Reason: To protect the health of future occupiers of the site from any possible effects of contaminated land, in accordance with Local Planning Policy.

(10) Foul water from the development site shall be discharged to the 150mm foul public sewer and this discharge shall be made at/ or downstream of manhole chamber reference SH33792901 as indicated on the extract of the Sewerage Network Plan attached to this decision notice.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

(12) The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition (01) above shall include details of the proposed slab levels of the dwellings in relation to the existing and proposed levels of the site and the surrounding land. The dwellings shall be constructed with slabs at levels that have been approved in writing by the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

(16) No development shall commence until full details of all external materials (including roofing materials) and finishes (which shall include such details for all building(s)), Hard Landscaped Areas, engineering operations and all other works associated with the development) which shall include colours, construction details (where appropriate) has been submitted to and approved in writing by the Local Planning Authority. The details approved under this condition shall be implemented in full and adhered to in the completion of the development hereby approved. Hard Landscaped Area means drives, paths and other permeable or hard surfaced areas.

Reason: In the interests of visual amenities of the locality.

(20) The access shall be completed with a bitumen surface for the first 5 metres from the nearside edge of the highway with the surface water drainage system for the access completed and fully operational before any work is commenced on the remainder of the development before the use hereby permitted is commenced.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

(13) The provisions of Part 1, Classes A and B of the Town and Country Planning (General Permitted Development) (Wales) Order 2013 (or any amendment or Order re-voking or re-enacting that Order) are hereby excluded on plots 19, 20, 27, 28, 29,30.

Reason: In the interests of the amenities of the existing residential properties in proximity.

(14) No development shall commence until a Construction Environmental

Management Plan “CEMP” has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include general environmental provisions relating to the construction of the development and, as a minimum, shall include detail of:

Statement of how sustainable construction methods will be employed where possible.

Full specification(s) of external lighting (if any)

Working hours during the construction

Dirt and dust control measures and mitigation

Noise, vibration and pollution control impacts and mitigation;

Water quality and drainage impacts and mitigation.

Existing hedge and tree protection measures.

Height, specification and colour of safety all fencing and barriers to be erected in the construction of the development hereby approved.

Monitoring and compliance measures including corrective/preventative actions with targets in the CEMP which shall accord where relevant with British Standards.

The development hereby approved shall be undertaken in accordance with the approved CEMP.

Reason: To safeguard against any impact the construction of the development may have on the environment, landscape, local ecology and local amenity.

(24) The estate road shall be kerbed and the carriageway and footways finally surfaced and lighted before the last dwelling on the estate is occupied or within 2 years of the commencement of the development hereby approved whichever is the sooner.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

(15) Natural slates of uniform colour shall be used as the roofing material of the proposed dwellings.

Reason: In the interests of amenity.

(17) The access shall be laid out and constructed strictly in accordance with the submitted plan 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: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

(18) 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 provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

(19) The highway boundary wall/hedge/fence or any new boundary erected fronting the highway shall at no time be higher than 1 metre above the level of the adjoining county road carriageway

along the whole length of the sites boundary with the adjoining highway and nothing exceeding this height erected within 2 metre of the said wall/hedge/fence or any new boundary.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

(23) The estate road and its access shall be designed and constructed in accordance with 'Technical Requirements for Estate Roads in Anglesey' (copies of this document are available free on request from the local planning authority).

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access

(21) 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 enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

(22) No surface water from the 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 completed and is fully operational.

Reason: In the interest of highway safety

(25) The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition (01) above shall include:

- the proposed road layout and typical construction details based on ground investigation information to verify its adequacy.**
- the location and the type of street lighting furniture.**

The development shall be constructed with in accord with the details that have been approved in writing by the Local Planning Authority under the provisions of this planning condition.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

(26) No development shall commence until measures are in place to secure the future maintenance of the access and estate roads in accordance with details previously submitted and approved in writing by the local planning authority "Management and Maintenance Plan". The Management and Maintenance Plan for the lifetime of the development shall include the arrangements to secure the operation of the scheme throughout its lifetime. The access and estate roads shall thereafter be maintained in accord with the Management and Maintenance Plan approved under the provisions of this condition for the lifetime of the development hereby approved.

Reason: To comply with the requirements of the Highway Authority.

(27) The development hereby permitted shall be carried out in strict conformity with the details shown on the plans below, contained in the form of application and in any other documents accompanying such application unless included within any provision of the conditions of this planning permission.

- **Location Plan – 1477-A3-01**
- **Proposed Site Layout – 0001 P01.2**
- **Proposed Flood Routing – 0003 P01.5**
- **Proposed Highway Improvements – 0002 – P01.5**
- **Proposed Section 104 Drainage Layout – 0001 P01.7**
- **Proposed Kerbing and Surfacing Layout – 0001- P01.6**
- **Proposed Housing Site Rev C – 1477-A3-02**
- **Drainage Section – 0001 P01.1**
- **Cambrian Ecology Ltd – Preliminary Ecological Assessment dated 25th March, 2020**
- **Design and Access Statement V5.0**
- **Transport Statement DR/200191/TS01 dated 7/4/20**
- **Transport Statement Revision F dated March 2020**
- **Drainage Strategy Revision F dated March 2020**
- **Drainage Details – 0001 P01.1**

Reason: To ensure that the development is implemented in accord with the approved details.

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.

Application Reference: FPL/2020/73

Applicant: Mr & Mrs D P & N Jones

Description: Cais llawn ar gyfer addasu ac ehangu yn cynnwys anecs, estyniad i'r cwrtil ynghyd a creu mynedfa amaethyddol newydd yn / Full application for alterations and extensions including annexe, extension to the curtilage together with the creation of a new agricultural access at

Site Address: Parciau, Llanddaniel



Report of Head of Regulation and Economic Development Service (John Williams)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

Applicants work in the Planning Service. The application has been scrutinised by the Monitoring Officer as required under paragraph 4.6.10.4 of the constitution.

Proposal and Site

The site is located on the outskirts of the village of Llanddaniel Fab and is the last of a “row” of large, detached dwellings set in open countryside and alongside the road which leads north-eastwards from the village to Star Crossroads. The property subject to the application is of two storeys, finished to render with slate roof and an attached double garage clad in stone.

The property stands in a lawned garden with a substantial hardstanding area to the front to accommodate vehicle parking and turning. The front boundary of the site is provided by a stone wall with a post and rail fence providing the boundary to the field adjoining the site to the north east.

At its meeting of 04/03/2020, the Planning and Orders Committee resolved to approve an application, reference FPL/2020/3, to alter and extend the property to include an annex together with extending the curtilage. This proposal seeks to secure permission to amend the approved design and layout of the extension in addition to increasing the extended area of curtilage and providing a new agricultural access to the enclosure into which the curtilage is to be extended. The amended design includes the provision of a balcony to the extension's front elevation in addition to providing bi-fold doors in lieu of windows to both floors of the protruding part of the extension where the balcony is to be located.

The extended curtilage will provide space for the building's maintenance and the new boundary will be defined a post and wire fence and landscaped with indigenous species to provide screening. The new access is required to replace the gate which provides the existing access and is located within the portion of land that will provide the extended curtilage. The new access will be located approximately 30m north-east of the existing access.

Key Issues

The application's key issues revolve around the appropriateness of the proposed development's location, design and use, how it integrates with the surrounding area and whether any adverse impacts arise.

Policies

Joint Local Development Plan

- Policy PCYFF 1: Development Boundaries
- Policy PCYFF 2: Development Criteria
- Policy PCYFF 3: Design and Place Shaping
- Policy PCYFF 4: Design and Landscaping

Response to Consultation and Publicity

Consultee	Response
<p>Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor</p>	<p>Extensions: Given protection of bats in law, as a precaution I advise that where features in roof areas that could potentially hide bats have to be removed/ disturbed, this should be done with care; this includes tiles, wooden boards/ facings, ventilation features and suchlike. If bats were to be found during work, then Natural Resources Wales should be contacted for advice before further work is carried out.</p> <p>Any features (mainly around roof areas) which might support bird nests should be checked before and during work, if and when working in the nesting season (March-end Sept for buildings). If active nest(s) were to be found, disturbance/ harm should be avoided, and work should be delayed until nesting has finished. This is due to protection of birds and active nests in law.</p>

	<p>New Hedge Planting: The species listed on the Planting Specification are acceptable. I note the proposal plan refers to 'Post and Wire Fence 1.2 metre' on the fieldward side of this new hedge. I advise this should be changed to 'Stockproof Fence 1.2 metre' to ensure protection of plants. The planting distance between the fence and hedge should be far enough to avoid damage by stock grazing, and an appropriate distance should be stated on the plan also.</p> <p>New Agricultural Access: the removal of a section of existing hedge for the access should be conditioned to be carried out September-mid February, in view of protection of nesting birds in law. Replacement hedge planting should be added to plans behind each of the side wings of the new access, also to be backed by stockproof fencing.</p>
<p>Priffyrdd a Trafnidiaeth / Highways and Transportation</p>	<p>Recommend that the following conditions be attached to any consent granted:</p> <p>H.1 The access shall be laid out and constructed strictly in accordance with the submitted plan before the use hereby permitted is commenced and thereafter shall be retained and kept free from permanent obstruction and used only for access purposes.</p> <p>H.4 The access shall be constructed with its gradient not exceeding 1 in 20 for the first 5 meters back from the nearside edge of the adjoining carriageway.</p> <p>H.5 The access shall be constructed with 2.4 metre by 90 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.</p> <p>H.17(a) The access shall be completed with a bitumen / concrete surface for the first 5 meters from the nearside edge of the County Highway with the surface water drainage system completed and in perfect working order before the use hereby permitted is commenced.</p> <p>H.48 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.</p>

	<p>H.37 No surface water from the 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.</p> <p>Additionally, suggests the following advice should be provided to the Applicant:</p> <p>HA1 The Highway Authority shall not be responsible for any road surface water entering the site as the result of the development.</p> <p>HA2 Any adjustments, resiting and/or protection of any statutory services in the highway shall be his responsibility and carried out at his own expense.</p> <p>HA3 The footway and/or verge crossing required in connection with this development shall be carried out at his expense by the Highway Authority, their Agents or other approved Contractor before the access is brought into use and completed before the use is commenced.</p> <p>HA5 If he/she chooses to carry out the work himself/, the Applicant should be advised to apply in writing to the Corporate Director of Highways, Transportation and Property for the necessary consent, as required under Section 171 of the Highways Act, 1980 to carry out work within the highway for the formation of the footway and/or verge crossing.</p>
Cyfoeth Naturiol Cymru / Natural Resources Wales	We have reviewed the planning application submitted to us, and from the information provided we do not consider that the proposed development affects a matter listed on our Consultation Topics, Development Planning Advisory Service: Consultation Topics (September 2018). We therefore do not have any comment to make on the proposed development.
Cynghorydd Eric Wyn Jones	No response
Cynghorydd Dafydd Roberts	No response
Cyngor Cymuned Llanddaniel Fab Community Council	No Objection
Ymgynghoriadau Cynllunio YGC	As of January 7th 2019, all new developments of more than 1 property or where the construction area with drainage implications is 100m2 or more,

	<p>will require sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers.</p> <p>These systems must be approved by Isle of Anglesey County Council acting in its role as a SuDS Approving Body (SAB), before construction work begins. The SAB will have a duty to adopt compliant systems which serve more than one property so long as it is built and functions in accordance with the approved proposals, including any SAB conditions of approval.</p> <p>No drainage plan has also been submitted illustrating the planned approach. Due to the size and nature of the development it may be necessary to provide an application to the SAB for approval prior to the commencement of the building work.</p> <p>https://www.anglesey.gov.uk/en/Residents/Parking-roads-and-travel/Flood-and-water-management/Sustainable-drainage-systems-approval-body-SAB.aspx</p>
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The application was publicised by means of neighbour notification letters. The latest date for the receipt of observations was 16/07/2020. At the time of writing this report, no letters of representation had been received in relation to the application.

Relevant Planning History

21C162 - Outline application with some matters reserved for the erection of two dwellings together with full details of the access in lieu of the lawful use of land as a Coal Yard granted under full planning application reference A\2792 at Parciau, Llanddaniel - Refused 01/02/2016

FPL/2020/3 – Full application for alterations and extensions including annex together with extension to curtilage at Parciau, Llanddaniel – Permitted 04/03/2020

Main Planning Considerations

Location and Design

Policy PCYFF3: Design and Place Shaping states that proposals are expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context. It continues that proposals must complement and enhance the character and appearance of the site in terms of siting, appearance, scale, height, massing and elevation treatment. Whilst the extension is a relatively large, two storey one, it is proportional in relation to the existing dwelling. The extension will increase the footprint of the original dwelling by approximately 35%-40%. The materials proposed to be used match those of the existing dwelling, that is, slate roof and uPVC windows, doors and rainwater goods. Whilst the render applied to the existing dwelling is of black and white spar, the extension will be finished to the front in a granite coloured cement render with stone cladding to match that of the existing garage. This will add interest and provide contrast to the remainder of the property, thus breaking up what

would otherwise be a long, uniform façade were the finish to match that of the existing. The amendment of the previously-approved scheme will add no additional floorspace other than a balcony to the first floor of the protruding part of the extension and the provision of bi-fold doors to both floors, providing access to the balcony on the first floor and the front yard on the ground will add further interest to this façade.

The proposal also increases the area by which the curtilage is to be extended by approximately 140m² which equates to a 13% increase. The new agricultural access will replace the existing gate that provides access into the field that accommodates the extension of curtilage. The new access will be located approximately 30m north-east of the existing access and will provide improved visibility to those entering the highway from the field.

Landscaping

Similarly, Policy PCYFF4: Design and Landscaping states that all proposals should integrate into their surroundings, and proposals that fail to show how landscaping has been considered from the outset as part of the design proposals will be refused. The extended curtilage provides an opportunity to introduce additional planting which will, when mature, provide screening which will reduce visual impact when viewing the property from outside the site and privacy for to occupiers of the property.

Effect on amenities of neighbouring properties

Given the position of the extension relative to other residential properties in the locality, it is not considered that the proposal will harm the amenities currently enjoyed by the occupants of properties in the immediate or wider neighbourhood. The addition of a balcony to the previously-approved proposals will introduce no further impacts in terms of affecting the privacy of owners and occupiers of neighbouring properties given the separation between the properties in question and that which is subject to this application. To reinforce this, no adverse representations have been received following the statutory consultations.

Highways

The new agricultural access that is proposed to be provided is of an appropriate design that will provide a safer means of access and egress to the enclosure than that existing given that it is provided with appropriate visibility splays and an apron which sets the gate back from the carriageway, whereas the existing gateway follows the fence line. Although it is set back from the carriageway, visibility to the north east is impaired by virtue of the hedgerow providing the field boundary and which backs onto the roadside verge.

Conclusion

Having considered the above and all other material considerations it is recommended that the planning application be permitted subject to a condition restricting the use of the annexe for purposes ancillary to the residential use of the dwelling known as Parciau, that the development be carried out in accordance with the details submitted and the conditions suggested in the highway officer's consultation response.

Recommendation

Permit the application subject to the following conditions.

(01) The development shall begin not later than five years from the date of this decision.

Reason: To comply with the requirements of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

(02) The annexe hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as Parciau.

Reason: For the avoidance of doubt.

(03) The development hereby permitted shall be carried out in strict conformity with the details shown on the plans below, contained in the form of application and in any other documents accompanying such application unless included within any provision of the conditions of this planning permission.

- Location and Block Plan Proposed – 1749-A3-02
- Proposed Elevations - 1749-A3-05
- Proposed Elevations – 1749-A3-06
- Proposed Ground Floor Plan – 1749-A3-07
- Proposed Foundation and Drainage Plan -1749-A3-07
- Proposed First Floor Plan – 1749-A3-08
- Proposed 3D view – 1749-A3-09
- Proposed 3D view – 1749-A3-12
- Sectional Drawing – 1749-A3-16 (x2)
- Floor Joist Layout – 1749-A3-18
- Agricultural Access Detail – 1749-A3-20 (x2)

Planting Specification

Reason: To ensure that the development is implemented in accord with the approved details.

(04) The access shall be laid out and constructed strictly in accordance with the submitted plan 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: In the interests of highway safety.

(05) 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: In the interests of highway safety.

(06) The access shall be constructed with 2.4 metre by 90 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: In the interests of highway safety.

(07) The access shall be completed with a bitumen / concrete surface for the first 5 metres from the nearside edge of the highway with the surface water drainage system completed and fully operational before the use hereby permitted is commenced.

Reason: In the interests of highway safety.

(08) No surface water from within the development shall discharge onto the 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. The annexe shall not be occupied until the approved scheme has been implemented in full and to the written satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety.

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.

Planning Committee: 05/08/2020

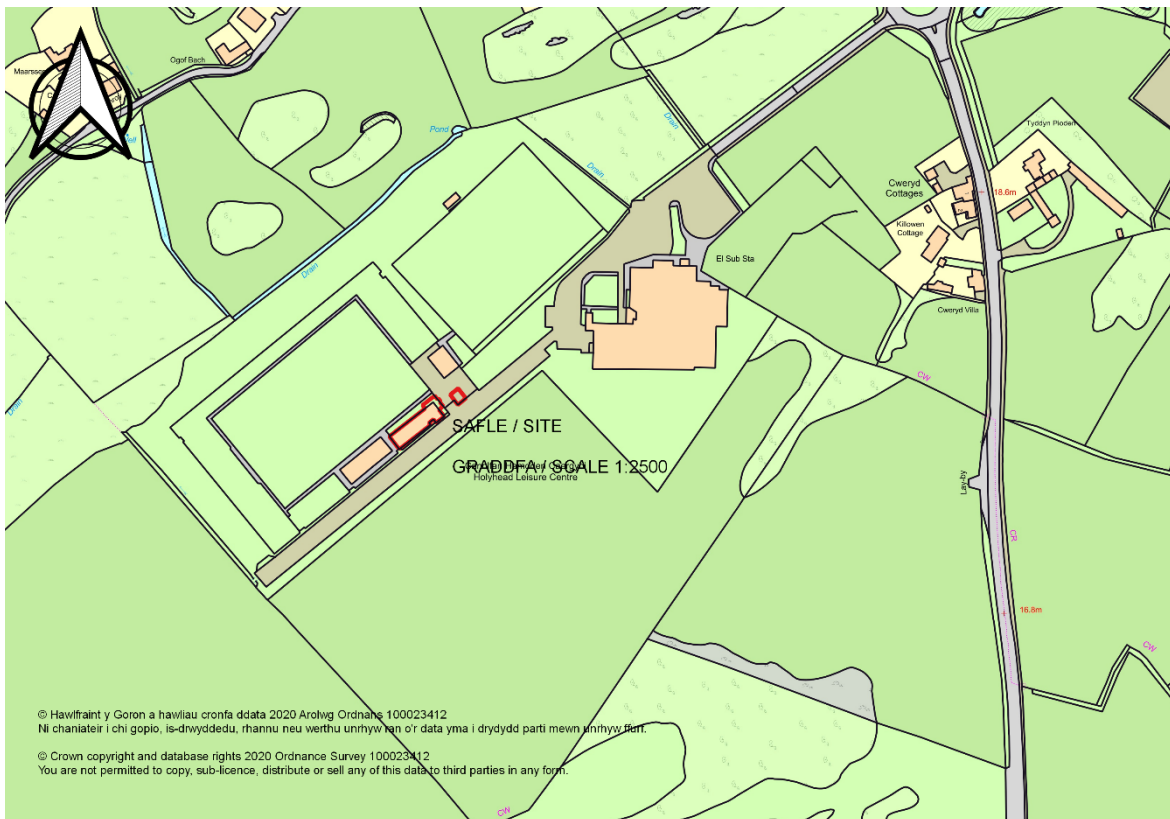
12.1

Application Reference: VAR/2020/37

Applicant: Mr. Richard Parry

Description: Cais o dan Adran 73 i ddiwygio amod (01) o caniatad cynllunio rhif 19C845J/VAR (Lleoli clwb a siop dros dro) ar gyfer adnewyddu y caniatad am 5 mlynedd pellach yn / Application under Section 73 for the variation of condition (01) of planning permission reference 19C845J/VAR (siting of temporary club and shop) to renew the planning application for a further 5 years at

Site Address: Clubroom and Club Shop, Cae Annar Leisure Centre, Kingsland Road, Holyhead



Report of Head of Regulation and Economic Development Service (Gwen Jones)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

The application is presented to the Planning Committee as the land is owned by the Isle of Anglesey County Council.

Proposal and Site

The application is a Section 73 application for variation of condition (01) of planning permission reference 19C845J/VAR (siting of temporary club and shop) to renew the planning application for a further 5 years at Holyhead Hotspur, Kingsland Road, Holyhead.

Key Issues

The key issue is whether the development complies with relevant policies of the Joint Local Development Plan, whether the application has an impact upon the Area of Outstanding Natural Beauty and adjacent residential properties.

Policies

Joint Local Development Plan

Policy PCYFF 2: Development Criteria

Policy AMG 1: Area of Outstanding Natural Beauty Management Plans

Policy ISA 2: Community Facilities

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Dafydd Rhys Thomas	No response at the time of writing the report.
Cynghorydd John Arwel Roberts	Support application.
Cynghorydd Trefor Lloyd Hughes	No response at the time of writing the report
Cyngor Tref Caergybi / Holyhead Town Council	No response at the time of writing the report.
Cyfoeth Naturiol Cymru / Natural Resources Wales	Comments
Ymgynghorydd Tirwedd / Landscape Advisor	Comments
Priffyrdd a Trafnidiaeth / Highways and Transportation	No comments
Adain Eiddo / Property Section	Comments

The proposal has been advertised through the distribution of personal letters of notification to the occupiers of neighbouring properties. The latest date for the receipt of any representation was the 23/07/2020. At the time of writing this report, no letter of representation had been received at the department.

Relevant Planning History

19C845 - Siting of a spectators shelter at The New Oval, Holyhead Leisure Centre, Holyhead. Approved - 04/03/2004

19C845A - Change of use of land for the siting of a pre-fabricated building to be used as a clubhouse at Holyhead Leisure Centre, Holyhead. Approved 27/07/2006

19C845B - Construction of a physio room under the spectators stand to The Oval, Holyhead Leisure Centre, Holyhead. Approved 14/04/2008

19C845C - Retention of alterations and extensions to Clubhouse, The Oval, Holyhead Leisure Centre, Holyhead. Approved 16/01/2009

19C845D - Application to erect a covered standing spectator area at Holyhead Leisure Centre, Kingsland, Holyhead. Approved 08/04/2010

19C845E - Application for the variation of condition (01) on planning permission 19C845A to allow for an extension to the period for the siting of the clubhouse at The Oval, Holyhead Leisure Centre, Kingsland, Holyhead. Approved 16/08/2011

19C845F - Application for the variation of condition (01) on planning permission 19C845C to allow for an extension to the period for retaining the extensions to the clubhouse at The Oval, Holyhead Leisure Centre, Kingsland, Holyhead. Approved 16/08/2011

19C845G - Retrospective application for the retention of the extension to the clubhouse at Holyhead Hotspurs Clubhouse, Holyhead Approved 22/01/2013

19C845H - Full application for the siting of a portacabin on the site for use as a football club merchandise shop at Holyhead Hotspurs Clubhouse, Holyhead Approved 04/08/2015

19C845J/VAR – Renewal of planning application 19C845e so as to extend the permission for a further 5 years at Holyhead Hotspurs, Holyhead – 7/6/16 - Approved

Main Planning Considerations

The proposal is for the extension for the siting of the existing porta cabin approved under planning reference 19C845J/VAR for a further 5 years. Under the existing planning permission the existing porta cabin will have to be removed by 31/07/2021.

The existing porta cabin is located within the existing football club which is secured by a high security fence.

Policy Consideration

Policy ISA2: Community Facilities aims to protect existing community facilities and encourage the development of new facilities where appropriate. Local leisure and community facilities are important to the health, social, educational, linguistic and cultural needs of the plan area, as well as its economic well-being.

Area of Outstanding Natural Beauty (AONB)

Policy AMG1 states that proposals within or affecting the setting and/or significant views into and out of the AONB must, where appropriate, have regard to the AONB's Management Plan. The proposed building is within the AONB at the edge of countryside/agricultural land. The building is located between a number of other club buildings near the leisure centre. It is a low flat roofed building is painted/clad in a blue, similar to some of the other external finishes on site. While visible from the leisure centre carpark, it is not visible, or of lower visibility from AONB summer road views than the adjacent buildings and lighting columns.

Given the restricted visibility, the proposal would not affect natural beauty, AONB features or special qualities related to landscape. This is a functional rather than aesthetic building where the strong colours which identify the building increase visibility. Given the nature and location of the structure alternative materials or landscaping are not possible. Policies would encourage colours that better integrate into the rural context; however, the colour of the building matches the football club's official colour.

Affect on nearby Residential Properties

It is not considered that the application will have a negative impact upon the amenities of adjacent residential properties due to the distance away from nearby residential properties. It is considered that the development complies with the requirement of Policy PCYFF2.

Conclusion

The club and shop is required in order that the Holyhead Hotspurs Football Club can continue. The club has many young people attending which receive healthy recreation and the existing infrastructure is essential for the continuation of the club.

It is considered that the application complies with Policy ISA2 of the Joint Local Development Plan where community facilities are encouraged. The application site is located within the AONB; however, it is not considered that the proposal will have any impact upon the AONB. It is not considered that the proposal has any negative impact upon the amenity of adjacent residential properties.

Recommendation

(01)The building hereby approved shall be removed from the land by the 05/08/2025 and the land reinstated to its former condition by the 30/09/2021.

Reason: The local planning authority have granted permission for a temporary period only as they wish to re-consider the position on the 05/08/2025 in the light of circumstances prevailing at that date.

(02) The development permitted by this consent shall be carried out strictly in accordance with the plan(s) submitted, except as required under the conditions imposed under planning application reference VAR/2020/37.

- **Location Plan & Block Plan – 1862-A3-01**
- **Existing Elevations – 1862-A3-02**
- **Existing Floorplans – 1862-A3-03**
- **Existing Floorplan and Elevations – 1862-A3-04**

Reason: For the avoidance of doubt

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.

Applicant: Horizon Nuclear Power Wylfa Limited

Description: Cais Adran 73 i amrywio amod (01) (Terfyn Amser) o gais 27C106E/FR/ECON (Cais llawn i wella'r briffordd gyfredol (yr A5025) rhwng y gyffordd ar yr A5 i'r dwyrain o'r Fali i'r Gyffordd wrth y Ffordd Fynediad i'r Orsaf Bwer arfaethedig mewn wyth o leoliadau ar wahân ynghyd ag ailadeiladu a lledu'r pafin presennol a'r gorffenwaith ar yr arwynebedd mewn manau, gweithredu compownd adeiladu dros dro gan gynnwys cyfleuster dros dro ar gyfer ailgylchu pafinau, creu dau bwl teneuo a mynedfa ar gyfer cynnal a chadw, creu llwybrau beicio a gwyro rhai eraill am gyfnod dros dro, creu cyfleusterau parcio eraill yn sgil colli cilfan ynghyd â gwaith cysylltiedig arall gan gynnwys draenio, trin ffiniau, plannu, gosod arwyddion newydd a marciau ar hyd yr er mwyn ymestyn cyfnod gweithredu'r datblygiad am dair blynedd arall (hyd at 13 Gorffennaf 2023) ar hyd yr / Section 73 application to vary condition (01) of application 27C106E/FR/ECON (Full application for improvements to the existing highway (A5025) between A5 East of Valley Junction to the proposed Power Station Access Road Junction at eight separate locations together with reconstruction and localised widening of existing pavement and surface dressing, temporary construction compound including temporary pavement recycling facility, creation of 2 attenuation ponds and maintenance access, creation/temporary diversion of cycle routes, creation of alternative parking facilities to mitigate loss of lay by together with other associated works including drainage, boundary treatments, planting, new signage and road markings) so as to extend the implementation period of the development by a further three years (up to 13th July 2023) along the

Site Address: A5025 rhwng y Gyffordd ar yr A5 i'r Dwyrain o'r Fali i'r Orsaf Bwer yng Nghemaes /A5025 between A5 East of Valley Junction to Power Station Cemaes



Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

As the application includes land in ownership by the Isle of Anglesey County Council (IACC) it shall be referred to the Planning and Orders Committee for determination in accordance with the Council Constitution.

Proposal and Site

The proposal is for the Variation of Condition 1 of planning application 27C106E/FR/ECON to extend the implementation period of the development by a further three years (up to 13th July 2023).

The Wylfa Newydd Project was suspended on the 17th January 2019 and consequently the applicant has not been able to implement the consent prior to its expiration on the 13th July 2020. A decision on the Wylfa Newydd Development Consent Order (DCO) is expected by the Secretary of State for Business, Energy and Industrial Strategy (BEIS) on the 30th September 2020.

As the applicant initially intended to undertake the on-line highway improvements in advance of the DCO grant, the on-line works have not been included within the DCO application. The applicant must therefore undertake the on-line highway improvements under this consent (or a new consent).

The on-line enhancements to the A5025 highway are necessary to address the physical and operational constraints that have been identified on this road and to mitigate the impact of the increased traffic flow that would be involved with the Wylfa Newydd development. The improvements will facilitate the construction of the wider power station whilst providing much needed improvements to the existing highway.

If the DCO is granted on the 30th September 2020, the applicant will have 6 years to implement the consent. The DCO Phasing Strategy, which forms part of the DCO's suite of Control Documents, confirms that the off-line highway improvements must be undertaken within the first 2 years of the implementation period. The Environmental Statement for the DCO is based on the on-line works being completed prior to the implementation of the off-line works.

In the event that the DCO is not granted or the Wylfa Newydd Project does not proceed, any works having been undertaken will remain in situ and any works yet to be carried out will be completed in accordance with the terms of a Section 278 agreement of the Highways Act between the authority and the applicant.

The applicant secured full planning permission for the on-line improvements works to the A5025 on the 13th July 2018. The A5025 On-line Highway Works permission comprises approximately of 16.19km of highway between A5 East of Valley Junction to the proposed Power Station Access Road Junction at eight separate locations. These are identified as

1. Section 1: A5 east of Valley junction to north of Valley Junction (A5/A5025)
2. Section 2: North of Valley Junction (A5/A5025) to north of Llanyngghenedl
3. Section 3: North of Llanyngghenedl to north of Llanfachraeth
4. Section 4: North of Llanfachraeth to south of Llanfaethlu
5. Section 5: South of Llanfaethlu to north of Llanfaethlu
6. Section 6: North of Llanfaethlu to north of Llanrhuddlad
7. Section 7: North of Llanrhuddlad to north of Cefn Coch
8. Section 8: North of Cefn Coch to proposed Power Station Access Road Junction.

Application description:

Improvements to the existing A5025 between the A5 east of Valley Junction to the proposed Power Station access road Junction, to include reconstruction and localized widening of the existing pavement and application of a surface dressing. The proposals also comprise a temporary construction compound including a temporary pavement recycling facility, and other associated works such as drainage infrastructure, boundary treatments, planting, new signage and road markings.

The primary elements of the proposal are comprised as follows:

- i. Reconstruction and localised widening of existing pavement and surface dressing.
- ii. A temporary construction compound including temporary pavement recycling facilities.
- iii. Creation of 2 attenuation ponds and maintenance access.
- iv. Creation/temporary diversion of cycle routes.
- v. Creation of alternative parking facilities to mitigate loss of layby together with other associated works including drainage.
- vi. Boundary treatments, planting, new signage and road markings.

The proposed improvements seek to address physical and operational constraints on the stretch of the A5025 between Valley and the proposed Power Station Access Road Junction, south of Tregel.

The improvements are proposed in order to mitigate the predicted impacts of increased traffic associated with the construction and operation of the proposed Wylfa Newydd New Nuclear Build. It is considered that the A5025 Proposals will facilitate the wider Power Station construction whilst also providing much needed improvements to the existing highway.

In addition to the form of application, land ownership certificates, application plans and drawings, the following information were submitted as part of application 27C106E/FR/ECON;

- Planning Statement
- Pre-application Consultation Report
- Environmental Report (ER)
- Code of Construction Practice (CoCP)
- Design Approach & Landscape Strategy
- Flood Consequences Assessment
- Glossary & Abbreviations
- Protected & Legally Controlled Species Compliance Report
- Rapid Health Impact Assessment (HIA)
- Screening Statement (to inform Habitat Regulations)
- Water Framework Directive Compliance Assessment
- Environmental Statement (and Non- Technical Summary)
- Welsh Language Impact Assessment (WLIA)
- Proposed Development Summary
- Design and Access Statement (DAS)
- Welsh Language Report
- Key Plans & Location Plans

Following the outcomes of the Environmental Impact Assessment (EIA) Scoping Opinion (July 2020) for the A5025 Highway Improvements, it was accepted that an EIA would not be necessary for this proposal and subsequently was screened out of the application.

In addition to the WLIA submitted in support of planning application 27C106E/FR/ECON, the applicant has produced a Welsh Language Policy and a Welsh Language and Culture Mitigation and Enhancement Strategy, which is secured under the DCO application and s.106 Agreement.

Key Issues

Whilst studies undertaken by the applicant in 2010 - 2011 identified that the stretch of the A5025 between Valley and the proposed Power Station access road has physical and operational constraints in relation to the roads width, alignment, overtaking opportunity and surface condition, the scale and nature of the application will inevitably raise a wide and diverse range of issues. The main points are as follows:

- i. Is there a Policy framework which supports the proposal.
- ii. Does the proposed development constitute 'Sustainable Development'.
- iii. Are there any specific environmental or technical constraints that would prevent the development of the highway taking place.
- iv. What are the impacts on residential amenity
- v. What are the transport implications on the highway network during the construction period
- vi. Will there be a change in landscape and visual amenity value as a result of the proposed works.

The IACC as Highways Authority has been involved in the formulation of this scheme through their involvement in the design and pre-application discussions. Extensive dialogue between the applicant, Local Authority Highways department and the residents has resulted in the provision of measures to prevent impact on residents through design and the provision of mitigation.

It is considered that the safety of residents will be improved as a result of the improvement works. The mitigation approach accords with the Institute of Environmental Management and Assessment guidance.

The visual amenity and boundary treatments will be equal to or an enhancement of that which currently exists. The applicant confirms the influence of the consultation process on the design of the scheme by stating that feedback received from public consultation has confirmed general support for the proposed A5025 On-line Highway Improvements and helped to improve aspects of the proposed construction process, footpath and cycle points and safe access from driveways onto the A5025.

Since the original application in 2018, the Highways Authority have confirmed that a SCANNER survey (Surface Condition Assessment for the National Network of Roads) has been undertaken on the A5025 between Valley and Cemaes in 2018 and a SCRIM survey (Sideway-force Coefficient Routine Investigation Machine) was undertaken in 2019.

Whilst the Highways Authority does not wish to invest significantly in the A5025 due to the highway improvements proposed by the applicant, the road surface is deteriorating and the Highways Authority have had to undertake essential maintenance on sections of the A5025 this year (2020). These are not significant works, they are however essential works until the more significant A5025 highways improvements are made as part of this application.

Policies

This section sets out the main planning policy framework relevant to the consideration of the application for the A5025 online highway proposals.

Whilst this development itself is not for the development of a nuclear generating station, the applicant justifies the proposal on the grounds that it will enable the delivery of a new nuclear power station at Wylfa Newydd.

Section 38(6) of the Planning and Compulsory Act (2004) states that the statutory Development Plan will continue to be the starting point in the consideration of planning applications for the development or use of land. As such local planning authorities must determine planning applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise.

If the Development Plan contains material policies or proposals and there are no other material considerations, the application should be determined in accordance with the Development Plan. Where

there are other material considerations, the Development Plan should be the starting point, and other material considerations should be taken into account in reaching a decision.

Emerging policies, in the form of draft policy statements and guidance, can be regarded as material planning considerations, depending on the context. Their existence may indicate that a relevant policy is under review; and the circumstances which have led to that review might have to be taken into account.

Local planning authorities may decide to grant planning permission for development which departs from a Development Plan if other material considerations indicate that it should proceed.

In the case of this application, the following policies are considered to be of most relevance;

National Policy Statements for Energy Infrastructure

Overarching Energy National Policy Statement (EN-1: Part 3)
National Policy Statement (EN-6) Nuclear Power Generation

Planning Policy Wales: Edition 10 (2019)

Active Travel (Wales) Act 2013

Technical Advice Note 5: Nature Conservation & Planning (2009)
Technical Advice Note 6: Planning for Sustainable Rural Communities (2010)
Technical Advice Note 11: Noise (1997)
Technical Advice Note 12: Design (2014)
Technical Advice Note 13: Tourism (1997)
Technical Advice Note 15: Development & Flood Risk (2004)
Technical Advice Note 16: Sport, Recreation & Open Space (2009)
Technical Advice Note 18: Transport (2007)
Technical Advice Note 20: Planning & The Welsh Language (2017)
Technical Advice Note 21: Waste (2014)
Technical Advice Note 23: Economic Development (2014)
Technical Advice Note 24: The Historic Environment (2017)

Wales Spatial Plan - People, Places, Futures (Welsh Assembly Government, update 2008)
Wales Transport Strategy - One Wales: Connecting the Nation
Emerging National Transport Plan 2015 (consultation document 2014)
North Wales Joint Local Transport Plan 2015 (JLTP)
North Wales Regional Transport Plan (2009)
Isle of Anglesey County Council Cycling Strategy (2014)
The Isle of Anglesey Single Integrated Plan 2013 - 2025
The Isle of Anglesey Area of Outstanding Natural Beauty (AONB) Management Plan Review (2015 - 2020)
Anglesey Destination Management Plan (2016- 2020)

Main Policies from the Anglesey and Gwynedd Joint Local Development Plan (2011 - 2026) (JLDP)

Policy PS 9 Wylfa Newydd and Related Development
Policy PS 19 Protecting and where Relevant Enhancing the Natural Environment
Policy AMG 1: Area of Outstanding Natural Beauty Management Plans
Policy AMG 3: Protecting and Enhancing Features and Qualities that are Distinctive to the Local Landscape Character
Policy AMG 4 Coastal Protection
Policy AMG 5: Local Biodiversity Conservation
Policy AMG 6: Protecting Sites of Regional or Local Significance
Policy PS 20: Preserving and where Appropriate Preserving Heritage Assets

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

Policy AT 3: Locally or Regionally Significant Non- Designated Heritage Assets

Policy PS 5: Sustainable Development Policy PS 1: Welsh Language and Culture Policy ISA 2:

Community Facilities

Policy PS 6: Mitigating and Adapting to Climate Change Impacts

Policy TRA 4: Managing Transport Impacts

Policy ISA 1 Infrastructure Provision Policy PCYFF 4: Design and Landscaping

Wylfa Newydd: Supplementary Planning Guidance (SPG) (2018)

The latest version of the Wylfa Newydd SPG was adopted on the 15th May, 2018.

Supplementary Planning Guidance - Design Guide for the Urban and Rural Environment

Supplementary Planning Guidance-Parking Standards (2008)

Supplementary Planning Guidance- Maintenance and Creation of Distinctive and Sustainable Communities' (July 2019)

Response to Consultation and Publicity

The consultation period for professional/statutory consultees was issued on 30th April 2020 and allowed consultees 21 days to respond up to 21st May 2020. However, due to the Coronavirus pandemic, the IACC were unable to issue press adverts and public notices, therefore following agreement with the applicant, the public consultation period was extended up until the 1st July 2020.

Given that a number of consultees had not responded, the IACC decided to undertake a further round of consultation from the 21st July until the 27th July to provide a further opportunity for consultees to comment on the application.

Responses to the statutory consultation procedures can be summarised as follows:

Consultee	Response
HeddluGogledd Cymru North Wales Police	<p>In response to the original application, NWP requested that should the need for enforcement of the temporary speed limits become a requirement, that provision within the temporary works is made for the siting of an enforcement vehicle. Following completion of the works and once operational, monitoring and assessment of vehicles' speeds should be undertaken. This will ensure a reduction in road safety does not occur and necessary measures can be undertaken including changes to speed limits and enforcement.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) There was potential for this requirement to be accommodated in construction areas upon request, in consultation with the appointed contractor, if required.</p> <p>(ii) If enforcement measures were found to be required during construction works, the plan would be discussed with NWP.</p>

	<p>(iii) The applicant would expect the IACC as the Local Highway Authority to be responsible for monitoring and enforcing vehicle speeds following completion of the A/5025 On-line Highway Improvements and would be responsible for amending speed limits along the A5025 if determined necessary.</p> <p>As a result of the re-consultation process a second response was received from the NWP dated the 4th June, 2018 where it was confirmed that they had no further comments to make.</p> <p>With respect to this application, no response was received by NWP at the time of writing this report.</p>
<p>Gwasanaeth Tân ac Achub Gogledd Cymru North Wales Fire and Rescue Service</p>	<p>In their response to the original application, NWFRS recognized that there may be delays in emergency service response times as a result of the proposed development. It is proposed that the Construction Traffic Management Plan (CTMP) will include Temporary Traffic Management (TTM) procedures. The TTM allows emergency vehicles priority through roadworks. NWFRS wish to engage in the development of such procedures.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) It is acknowledged that traffic delays are likely during the construction process, to be monitored and managed by the appointed contractor in accordance with a CTMP to be prepared by the appointed contractor and submitted to the local planning authority for approval, in response to a planning condition attached to any grant of planning permission. Emergency vehicles would be given priority through the construction areas.</p> <p>(ii) The appointed contractor will liaise and agree the proposed TTM procedures with the NWFRS. The procedures will then be incorporated as part of the CTMP, and submitted to the Local Planning Authority for approval in response to any appropriate planning condition attached to any grant of planning permission.</p> <p>As a result of the re-consultation process a second response was received from the NWFRS dated the 29th May, 2018 where it was confirmed that the applicants response to matters raised in the NWFRS initial consultation response were noted and would address the points raised.</p>

	<p>In respect of this application, no response was received by NWFRS at the time of writing this report.</p>
<p>Swyddfa Rheoleiddio Niwclear / Office for Nuclear Regulation</p>	<p>In response to the original application, ONR confirmed that they do not advise against the development.</p> <p>Following re-consultation the ONR confirmed that their position remained unchanged.</p> <p>With regards to this application, no response was received from the ONR at the time of writing this report.</p>
<p>Ymddiriedolaeth Natur Gogledd Cymru North Wales Wildlife Trust</p>	<p>In responding to the original application, in general terms NWWT had no outstanding objection to the proposals, however they did offer a number of conditions.</p> <p>It was the view of NWWT that it is not premature to consider the current TCPA application given the conclusions of the Report to Inform Habitats Regulations Screening and that the likely in-combination analysis of the wider DCO will not be compromised by the determination of the current application.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) A 5 year maintenance plan has been included in the Design Access & Landscape Strategy (DALs).</p> <p>(ii) The replacement stone walls will be constructed with a mortared core such that each face of the wall would be left un-mortared to incorporate natural crevices which could offer potential habitat for reptiles without affecting the long term integrity of the structure.</p> <p>(iii) The appointed contractor would be responsible for preparing and implementing appropriate species surveys and methodologies as well as the Construction Environment Management Plan (CEMP) and the appointment of an Ecological Clerk of Works.</p> <p>As a result of the re-consultation process a second response was received from the NWWT dated the 29th May, 2018 where it was confirmed that the majority of elements had been adequately addressed through condition ON-LAN-40 which</p>

	<p>had been suggested by the Authority, although certain suggestions were offered with respect to how the undefined elements could also be captured within the conditions tabled. The response also states that the Local Planning Authority should take its lead on this matter from the advice of the statutory agency Natural Resources Wales.</p> <p>Two elements of the DALs which remained of concern however, were the drystone wall specification which has not been reflected in the updated DALs and the fact that wildflower grass seed should be sown on low fertility soils and not top soils. Both matters have been brought to the applicant's attention and are considered to be issues which can be adequately addressed through conditions.</p> <p>In respect of this application, no response was received by NWWT at the time of writing this report.</p>
Cynghorydd John Griffith	<p>Provided a response to the original application but no observations made. No response to this application at the time of writing this report.</p>
Cynghorydd Llinos Medi Huws	<p>No response made to previous application and no response to this application at the time of writing this report.</p>
Dwr Cymru/Welsh Water	<p>In their response to the original application, Welsh Water outlined their right of access to their apparatus at all times. On the basis that no foul and / or surface connections are being sought into the public sewerage system, Welsh Water have no comments on the proposed foul and surface water drainage arrangements.</p> <p>Welsh Water provide technical advisory notes with supporting plans regarding water supply and conditions for development near water mains.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <p>(i) The locations of the majority of the foul water crossings are within the areas of surface dressing works only so are therefore considered not to be affected by the works. There is one foul water sewer crossing in Section 6, between junctions 17 and 18 in Llanrhyddlad. DCWW were consulted on the proposal and confirmed that there is no impact on any public sewers by the proposed improvements.</p>

	<p>(ii) The applicant has been liaising with DCWW and their Developer Service confirmed that the proposed A5025 On-line Highway Improvements does not impact on any public sewer, and therefore are not located within the protection zones of sewer crossings.</p> <p>(iii) Should any unrecorded sewer be identified during the construction phase, the applicant will investigate and liaise with DCWW to confirm its status and implement any works that are necessary, should there be a conflict between the proposed works and unchartered sewers.</p> <p>(iv) The applicant liaised and agreed the diversion of DCWW apparatus as a consequence of the proposed A5025 On-line Highway Improvements and is content to receive an appropriate planning condition or informative on this point, to be attached to any grant of planning permission.</p> <p>No further comments were received from DCWW as a result of the re-consultation process.</p> <p>In respect of this application, DCWW responded in a letter dated 6th May 2020 confirming that they had no comments to make on the application. Following further consultation on the 21st July 2020, DCWW confirmed in an email dated 24th July 2020 that they have no comment to make in relation to this application.</p>
Cynghorydd Kenneth P. Hughes	No comment on the proposed extension of time to implement the consent.
Cynghorydd Gwilym O Jones	No response made to previous application and no response to this application at the time of writing this report.
Cadw	<p>In response to the original application, Cadw had no objections to the impact of the proposed development on the scheduled monument AN083 Capel Soar Standing Stone and registered park and garden GD43 Carreglwyd.</p> <p>No response was received from CADW following re-consultation at the time of writing this report.</p> <p>In respect to this application, a letter was received by Cadw dated 20th May 2020, confirming that they have no objection to the extension of time to implement the consent. Following a further round of consultation on the 21st July 2020, Cadw responded on the 22nd July stating that the advice</p>

	<p>that they provided on the 20th May 2020 remains valid.</p>
<p>Cyngor Cymuned Cylch y Garn Community Council</p>	<p>Had no objections to the original application. General comments were offered with respect to the stopping-up procedures and a request was made that any works compounds were restricted to normal working hours, particularly in proximity to residential properties.</p> <p>No response received to the re-consultation on the original application.</p> <p>No response to this application at the time of writing this report.</p>
<p>Cyngor Cymuned Y Fali / Valley Community Council</p>	<p>In response to the original application, the Community Council requested that the disused bus shelter in Llanynghenedl was replaced with it being their intention to adopt the maintenance of the bus shelter once in place.</p> <p>In relation to pedestrian and cyclists safety the Community Council suggested improved lighting around Junction 4 (Gorad Road) and the consideration of reducing speed limits.</p> <p>It was also requested that access to Valley Cemetery must be maintained at all times and any disruption to the funeral director require adequate notice. It was also noted that the cemetery car park and water meter were not to be used by contractors.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <p>(i) Valley Community Council will be invited to select a preferred design for the bus shelter from a choice of standard IACC shelter designs.</p> <p>(ii) The road safety audit undertaken has not identified an issue regarding the need for lighting at this junction. However, the applicant will discuss the issue further with the Authority's Highways department.</p> <p>(iii) The applicant would expect the IACC as the local highway authority, to be responsible for monitoring and enforcing vehicle speeds following completion of the A5025 On-line Highway Improvements. The Highway Authority and would be responsible for amending speed limits along the A5025 if deemed necessary.</p>

	<p>(iv) The appointed contractor will not be permitted to obstruct the vehicular access to Valley Cemetery. The applicant would be content to secure this by means of an appropriate planning condition attached to any grant of planning permission.</p> <p>(v) The appointed contractor will not be permitted to use the Valley Cemetery car park or the water supply.</p> <p>As a result of the re-consultation process, a second response was received from Valley Community Council dated the 20th May, 2018. In that response the members appreciated that comments previously submitted had been included within the revised proposals.</p> <p>However, it was resolved to write once again requesting that consideration be given to reducing the speed limit from Llangynghenedl to Valley to 30mph (currently 40mph) in view of the need to cross the road from Gorad to access the cycle path and due to existing concerns raised by local businesses about speeding traffic along this road, particularly towards the Valley traffic lights.</p> <p>In light of this request, a copy of the Community Council's comments was forwarded to the Authority's Highways Department who have subsequently confirmed that it is proposed to review speed limits on the A5025 between Valley and Cemaes once the Wylfa Newydd improvement works have been carried out. This response has subsequently been forwarded onto the Community Council for information.</p> <p>In respect of this application, the County Council notes that they have no objection to the extension of time provided that their previous comments (as outlined above) remain valid.</p>
Cynghorydd Richard Dew	No response made to previous application and no response to this application at the time of writing this report.
Wales and West Utilities	<p>In responding to the original application, Wales & West Utilities provided advisory notes with attached plans for information to the applicant.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation, Wales & West Utilities in their response dated the 14th May, 2018 stated that they had no apparatus in the area of enquiry,</p>

	<p>however other gas pipes owned by other gas transporters and also privately owned may be present in this area. It was suggested that information with regard to such pipes should be obtained from the owners.</p> <p>With respect to this application, a response was received on the 1st May 2020 with no comments on the application.</p>
<p>Yr Ymddiriedolaeth Genedlaethol National Trust</p>	<p>A response was received to the original application with no observations.</p> <p>No response following re-consultation at the time of writing this report.</p> <p>No response to this application at the time of writing this report.</p>
<p>Iechyd yr Amgylchedd / Environmental Health</p>	<p>In responding to the original application, the Environmental Health Department confirmed that the information, assessment and methodology of the proposals are sufficient and meet the required policies and standards. In agreement with the conclusions of the assessed environmental impact. Recognition is given to the intra and inter development complexities and the cumulative effects of the proposal in the wider development proposals.</p> <p>Expected that the applicant will capture and mitigate against noise, vibration, air quality, artificial light, soil contamination, and odour and water issues through the CoCP.</p> <p>Further mitigation strategies and CEMP's to be supported by additional site-specific management plans.</p> <p>IACC welcome opportunity to assist with on-site noise and vibration monitoring to be implemented as soon as possible, emphasising long-term monitoring to be web-based and publicly available. Would also wish to be part of any community liaison committee proposed by the applicant.</p> <p>Adoption of the Section 61 Prior Consent agreements made under the Control of Pollution Act 1974 application process between the applicant and IACC, must afford protection and mitigation for residents and communities bordering the site boundaries.</p> <p>Progression of development along the A5025 could result in varying degrees of magnitude which requires continuous monitoring.</p>

	<p>Timings of all associated traffic should not impact on school arrival and departure routes between 8:00-9:00 and 15:00-16:00 weekdays.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation the Environmental Health Department in their response dated the 10th May, 2018 confirmed that the applicant had sufficiently addressed the points and comments initially raised provided that the applicant adhere to the controlling mechanisms within the application; namely the Code of Construction Practice, the Contractor Environmental management plans and the formal adoption of the Section 61 Prior Consent agreements made under the Control of Pollution Act 1974 application process between the applicant and the Authority.</p> <p>In respect of this application, a response was received by Public Protection dated 12th May 2020 confirming that they had no comment to make on the application.</p> <p>Following a further round of consultation on the 21st July 2020, a response was received by the Chief Public Protection Officer stating that as this is application related to the Horizon Nuclear Power Ltd. A5025 Wylfa Newydd development, all comments previously submitted as part of the DCO consultation process are still relevant. Therefore no further comments are submitted by the public Protection department to this application.</p>
Openreach	<p>No response made to previous application.</p> <p>Following further consultation on the 21st July 2020, Openreach responded on the 25th July requesting further detail on the application site and the proposed works. The IACC has informed the applicant and advised that the applicant liaise with Openreach prior to commencement of works to ensure that they have an up to date plan of BT apparatus in the area.</p>
Uned Datblygu Economaidd / Economic Development Unit	<p>In responding to the original application, the Economic Development response provided by the Regeneration Function covered a combination of matters in relation to the socio-economic impacts of the project. Comments provided were outlined as follows:</p>

	<ul style="list-style-type: none"> • Land use - IACC in agreement with assessment of slight adverse impacts. • Land access - Regeneration Function of IACC feel appropriate mitigation has been offered to address the issue. • Economic activity and employment - IACC in agreement with assessment of employment impacts. IACC expect the applicant and its contractors to commit to the Employment and Skills Service and Supply Chain Service. IACC has asked for these to be piloted for the SPC and request it is replicated on the A5025 Online works. IACC wish to see use of local labour monitoring to understand proportion of Welsh speakers in the workforce and use of local labour. • Tourism - IACC recognise temporary disruption to tourism and request work to be timed seasonally to minimise disruption. IACC would expect a tourism mitigation fund to address impacts on tourism businesses and facilities in line with proposed mitigation for other aspects of the WN project. To understand whether further mitigation is required to address unforeseen impacts, as a minimum IACC request the applicant to monitor impacts on businesses throughout the duration of the works and wider WN project. • Other - IACC highlight the opportunity to install broadband/fibre ducting along the A5025 simultaneously with the improvement works. This would avoid further unnecessary disruption to the road network. IACC welcome further discussion on the matter. Reference is also made to opportunity for facilitation of mains gas, whilst recognising the associated practical challenges. • Community severance - IACC believe the conclusion of community severance impacts is reasonable and propose mitigation in the form of social media/local radio updates. IACC expect similar provision of community benefits as with similar contracts (e.g. Llangefni Link road). • Cumulative impacts <ol style="list-style-type: none"> a) IACC require a business and community mitigation fund to address adverse impact on socio-economic receptors by combination of different topic impacts. (i.e. air quality, noise and vibration, traffic) b) Intra project impacts - IACC welcome positive effects of employment but note displacement of labour and wage inflation. c) Inter project impacts - ES states potential impact on tourism businesses and visitors. IACC see this as further justification for tourism fund and monitoring measures addressing issues as they arise.
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	<ul style="list-style-type: none">• Employment and investment - IACC highlight potential displacement of labour.• Economic impact assessment and Skills and employment plan - no standalone document presented but IACC note economic impacts assessed within the ES.• IACC expect principles of draft skills and employment plan (produced by the applicant but not within application) to be applied to A5025 application. <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) Temporary access arrangements and relevant signage to indicate that businesses are still operational during the construction works would be considered for inclusion as part of the CTMP, to be prepared and implemented by the appointed contractor. The proposed measures would be agreed in consultation with the IACC.</p> <p>The appointed contractor would be required to appoint a Community Liaison Officer, who must be a Welsh speaker, to communicate with local residents and businesses throughout the construction stage. This would ensure that any issues of concern raised during the construction works are managed and coordinated through a single point of contact and managed proactively with local stakeholders by communicating early regarding construction activities. Local employment is a key priority of the Framework Contract for Highways Construction, which requires the appointed contractor to adhere to the applicant's Supply Chain Charter and to promote contract opportunities within Wales and the local area. This would include measures such as attendance at "Meet the Buyer Events" and advertising contractor and sub-contracting opportunities through a suitable internet-based platform.</p> <p>The majority of workers (assessed as 75%) would commute to the construction areas and Temporary Construction Compound on a daily basis from their homes based in the local area. For those workers who may want to stay close to site during the construction period, the appointed contractor would manage their accommodation as required, which is likely to be visitor accommodation, lodgings or short term private rented property, with workers returning to their homes at weekends.</p>
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(iv) Monitoring the use of local labour and the proportion of Welsh Speakers in the workforce would be considered for inclusion as part of the CEMP prepared and implemented by the appointed contractor.

(v) The proposed duration of the works is 66 weeks and it will not be practicable to time the works seasonally to reduce impacts in particular seasons. However, the appointed contractor would be responsible for implementing such requirements which would include any traffic embargos and special arrangements for events such as the annual Tour de Mon cycling sportive. Construction works would also not take place on bank holidays.

(vi) The scale and duration of the proposed construction works are not expected to present significant adverse effects on tourism. As stated previously the appointment of a Welsh speaking Community Liaison Officer will assist local residents and businesses throughout the construction stage to inform them of the timing and duration of the works and to ensure any issues related to traffic disruption are addressed.

(vii) On the matter of installing broadband/fibre ducts along the route the applicants' response confirms that the improvements have been designed to ensure that the surface and width of the road is appropriate for future traffic levels. The use of adjoining land for other proposals would be subject to other consenting provisions. In a similar vein, the provision of a gas supply along the route would also not be considered as part of the proposed development, particularly given the reconstruction works are not continuous along the full length of the A5025.

The scale and duration of the works are not expected to present significant in-combination effects upon sensitive receptors, including residents and businesses. As agreed in response to previous consultation exercises the intention is to undertake the highway reconstruction works simultaneously within all four construction areas in sections 2, 4, 6 and 8 to reduce the overall duration of the works and impacts on traffic and associated environmental effects. The effects of the construction process will be monitored and managed by the appointed contractor, with regular liaison with local communities impacted by the works to ensure any issues arising are addressed efficiently. It is therefore not considered necessary

	<p>to provide business and community mitigation funds, particularly given that once implemented, the A5025 On-line Highway Improvements will be beneficial to the local area in terms of providing a high quality transport route, improving road safety and increasing accessibility.</p> <p>(ix) IACC Highways- Major Projects (which is separate to Highways Consenting) and the applicant have established a Framework contract for Highways construction, which enables companies to become part of a 'pool' of potential contractors that can be approached directly by the IACC to bid for work, when required. Three of the four eligible contractors are based in north Wales. While it is not possible to guarantee the percentage of workers contracted from the local area it is highly likely that the contractors would appoint workers local to the proposed works, primarily to take advantage of the locally skilled workforce. Local employment is key priority of the Framework Contract for Highways Construction, which requires the appointed contractor to adhere the applicant's Supply Chain Charter and to promote contract opportunities within wales and the local area.</p> <p>Following the re-consultation process a response was received from the Authority's Regeneration Function which states that they look forward to undertaking further consultation as part of the preparation of the CEMP to address some of the issues outlined above.</p> <ul style="list-style-type: none">- Regarding the Framework Contract, it is suggested that regular monitoring is required;- Given the duration of works it is questioned whether there is an opportunity to minimise disruption during peak hours of the day;- The appointment of a Welsh Community Officer is welcomed and will be reviewed;- It is not considered that the applicant's response to the issue of Tourism as a 'standalone' item has been adequately addressed and requires further discussion;- It is expected that the applicant share their Communications Plan and maintain dialogue with the Authority throughout construction; <p>It is acknowledged that the works once completed will provide a lasting benefit to the area however potential still exists for businesses to suffer harm during construction and it is therefore imperative that further dialogue is held on this issue;</p>
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	<ul style="list-style-type: none"> - It is considered that continued monitoring and reporting in any instances of displacement are managed; - The Framework Contract for Highways Construction is welcomed as a positive step for local employment opportunities however it is again imperative that regular monitoring and reporting is undertaken in an effort to maximise upon the opportunities on offer. <p>In respect of this application, a response was received on the 22nd July 2020 that confirmed that the Economic Development Function made a detailed representation to the previous application and these comments remain valid. We support the proposed application to extend the time to implement the consent. This is important enabling works for the Wylfa Newydd which is supported by the Economic Development Function.</p>
<p>Priffyrdd a Trafnidiaeth / Highways and Transportation</p>	<p>In response to the original application, the Highways and Transport department made the below general comments:</p> <ul style="list-style-type: none"> • Further to the on-going discussions held between the IACC and the applicant, the resurfacing specification is to be agreed with the IACC prior to commencement of works. • The surface dressing specification is to be agreed with the IACC prior to commencement of works. • The extent of preparatory pre-surface dressing carriageway patching is to be agreed with IACC prior to commencement of works. • The applicant shall be advised to apply in writing to the Head of Service for Highways, Waste and Property for the necessary consent, as required under Section 278 of the Highways Act 1980 to carry out work within the highway. • All signage and road markings to be agreed with the IACC prior to commencement of works. • Any highway to be stopped-up as part of this development shall be dealt with by the Local Authority under Section 247 of the Town and Country Planning Act 1990. <p>Further commentary was provided on the content of specific documents submitted as part of the</p>

	<p>application. A full response was awaited at the time of writing this report and a verbal update was provided to the Members of the Planning Committee.</p> <p>In respect of this application, the Highways Department confirmed that they had no objection to the extension of time to implement the consent.</p> <p>The Highways Department also stated that since the original application in 2018, the Highways Authority confirm that a SCANNER survey (Surface Condition Assessment for the National Network of Roads) has been undertaken on the A5025 between Valley and Cemaes in 2018 and a SCRIM survey (Sideway-force Coefficient Routine Investigation Machine) was undertaken in 2019.</p> <p>Whilst the Highways Authority does not wish to invest significantly in the A5025 due to the highway improvements proposed by the applicant, the road surface is deteriorating and the Highways Authority have had to undertake essential maintenance on sections of the A5025 this year (2020). These are not significant works; they are however, essential works until the more significant A5025 highways improvements are made as part of this application.</p>
<p>Swyddog Llwybrau Troed / Footpaths Officer</p>	<p>In responding to the original application, the IACC Footpaths Officer agreed with these proposals for the Public Rights of Way.</p> <p>No response following re-consultation at the time of writing this report.</p> <p>With regards to this application, the Footpaths Officer confirmed in an email dated 1st May 2020 that they had no comment to make on the application.</p> <p>Following a second round of consultation, the Footpath Officer confirmed in an email on the 22nd July that he had no further comments to make.</p>
<p>Gwasanaeth Addysg / Education Service</p>	<p>In responding to the original application, the Education Department reiterated points made in previous iterations of the consultation process (i.e. PAC 3). These include reference to effects of:</p> <ul style="list-style-type: none"> • Dust, noise and traffic on Ysgol Rhyd y Llan; • School start and end times should be avoided by construction traffic to avoid impact on school transport routes for the whole area; and in particular the increased dangers for pupils on foot

	<p>who must cross the main road to the school or to reach their bus stop;</p> <ul style="list-style-type: none">• Effect of dust, noise and vibration on pupils at Ysgol Cemaes. It was noted in the applicants PAC 3 documentation that effects of dust, noise and vibration on the school were deemed 'moderate to severe' at the time. The Education Department expect HNP to provide mitigation against any predicted impact on vulnerable young children both within the school building and particularly during breaks and lunchtimes within this current application. <p>The scoping exercise carried out by the applicant concluded that an air quality assessment associated with construction road traffic emissions was unnecessary as the potential effect on local air quality would be negligible.</p> <p>The proposed works have had thorough consideration for the impact on air quality in the context of relevant adopted planning policy as well as technical guidance. In particular PPW Edition 9 where reducing dust emissions is an important objective.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <ul style="list-style-type: none">(i) As identified in the ER, the Rhyd y Llan school was included as one of the sensitive receptors considered in the dust assessment. This identified that the school and the adjacent residential users would have a high sensitivity to dust impacts. The proposed works for Section 5 involving surface dressing, which would result in a low level of dust emission. As a result of this, it has been concluded that the risk is causing dust effects on human health is low. As a consequence, no additional mitigation to that already included in the CoCP for the control of dust is required.(ii) The effects of the noise levels are taken into account in the Environmental report, where the villages adjacent to the scheme have been considered as receptors, rather than individual residential, community and business users. The village of Llanfaethlu is considered to be a sensitive receptor to noise, which would include the school. The proposed surface dressing works have been assumed to be undertaken relatively quickly where 300m sections would be able to be completed daily. In the submitted ER it has been assumed that receptors located within 10m of the
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	<p>road are predicted to be exposed to noise levels exceeding 80- dB LAeqT. As the school is more than 10m from the A5025, the noise levels would be much lower. Furthermore, given the assumed rate of the works, such noise levels are likely to be received by receptors for a very short duration of a few hours. Low noise road surfacing will be used to reduce the effects associated with traffic flows and provide noise reduction benefits. No additional mitigation to that already included in the CoCP for construction noise reduction measures is required.</p> <p>(iii) The effect on traffic flows in the vicinity of the school has been assessed in ER. For sections where the works involves surface dressing, such as section 5, the construction traffic flows have been considered to have be insignificant. The mitigation for any impacts from traffic will be in the form of the management of the construction areas along the highway during the A5025 On-line Highway Improvements, along with traffic management systems and communication with residents along the route. All of these measures would form essential elements of the CTMP to be prepared and implemented by the appointed contractors and agreed with the IACC in response to a planning condition attached to any grant of planning permission.</p> <p>(iv) In order to minimise and mitigate the impacts of HGV and bus traffic on existing flows and recreational cyclists, a delivery window on the A5025 for the construction materials has been identified with restrictions during school tart and end times and 07:00 - 13:00 on Saturdays, in advance of the A5025 On-line Highway Improvements being operational. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited whenever practicable. The appointed contractor will be required to operate deliveries in accordance with the requirements set out in the submitted CoCP.</p> <p>Following the re-consultation process no additional comments were received from the Education Department.</p> <p>In respect of this application, no response was received by the Education Department at the time of writing this report.</p>
<p>Swyddog Cynllunio Argyfwng / Emergency Planning Officer</p>	<p>No response made to previous application and no response to this application at the time of writing this report.</p>

<p>Scottish Power Energy Networks</p>	<p>No response made to previous application and no response to this application at the time of writing this report.</p>
<p>Betsi Cadwaladr University Health Board</p>	<p>No response made to previous application and no response to this application at the time of writing this report.</p>
<p>Llywodraeth Cymru (Priffyrdd/Highways)</p>	<p>Welsh Government as Highway Authority for the A55 trunk road did not issue a direction in respect of the application at the time of original submission.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation, the Welsh Government's Department for Economy and Infrastructure in their response dated 11th May, 2018 directed that any permission granted by the Authority should include the following condition;</p> <p>1. The applicant must ensure that the above works are completed prior to works commencing on the Wylfa Newydd Site. Reason: To maintain the safety and free flow of trunk road traffic.</p> <p>In light of the fact that the re-consultation process was undertaken as a result of additional information and clarification received from the applicant in support of the application rather than any fundamental change in the nature of the proposal, the Authority sought further clarification from the Welsh Government (Highways) which provides justification for their latest direction.</p> <p>In a response which was received on the 8th June 2018 it was stated that the reason for the change in response was due to the concerns they had that if the A5025 improvements were not completed in time, there would be a risk that this may not become the main strategic route to the Wylfa site, and alternative routes using other junctions on the A55 may be used by site traffic, especially those near Britannia Bridge.</p> <p>Whilst this condition could be considered for inclusion as part of the DCO requirements in the event that that the On-Line Highway Improvements were yet to be carried out/completed, it is not considered to be a condition which complies with the relevant tests laid out within Circular 016/2014 'The Use of Conditions on Planning Permissions' for inclusion within any permission which might be granted as part of the current application.</p> <p>With regards to this application, a response was received by the Welsh Government (Highways) on the 13th July 2020 confirming that the Welsh</p>

	<p>Government does not wish to issue a direction in respect of this application.</p>
<p>Gwasanaeth Cynllunio Archeolegol Gwynedd Archaeological Planning Service</p>	<p>In responding to the original application, GAPS believed the Environmental Report accompanying the application contains sufficient information on the historic environment. Whilst concurring with the assessment of significance of effects on monuments, archaeological remains, historic buildings and landscape types along the course of the proposed road improvement works, the assessment of effects underestimates the impacts on potential (as yet undiscovered) archaeological remains and deposits.</p> <p>GAPS stated that detailed specification for the proposed works needs to be agreed in advance of undertaking any mitigation and this should be agreed through a condition on any consent the Local Planning Authority might be minded to grant.</p> <p>Two conditions were proposed:</p> <ol style="list-style-type: none"> 1. No development or other ground disturbing works shall commence until a Written Scheme of Investigation (WSI) for a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. All subsequent archaeological work shall be completed in strict accordance with the approved details. 2. A detailed report on the archaeological work and findings, as required by condition no.1, shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the archaeological fieldwork or completion of the development, whichever is the sooner. <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <ol style="list-style-type: none"> (i) The proposed re-alignment works close to Asset 129, Rhos y Gaer are located within the vicinity of Asset 370 (line of former field boundary). As referred to in paragraph 13.5.1 of the Environmental Report, this area close to asset 370 had already been identified for an archaeological watching brief to be carried out during the works, which aligns with the advice provided by GAPS. (ii) Proposed improvement works in the vicinity of Asset 287 (Hilltop enclosure west of

	<p>Bwlch): Based on the General Arrangement drawing the works comprise surface dressing of the existing carriageway in this section with no ground excavations and as such there would be no impact on any remains associated with this asset. Therefore, there is no need for mitigation measures in this area.</p> <p>The recording of sections of field boundaries to be removed is small scale work. This could be done in advance of construction or during construction as part of a watching brief.</p> <p>As a result of the re-consultation process a second response was received from GAPS dated the 25th May 2018 which confirmed that they were happy with the fact that the issues were being taken into account as part of the proposed archaeological mitigation and that the detail would be agreed through the submission of a Written Scheme of Investigation.</p> <p>With regards to this application, in an email dated 13th May 2020 GAPS confirmed that they no archaeological concerns with the extension of time to implement the consent.</p>
<p>Sustrans Cymru</p>	<p>In responding to the original application, Sustrans stated that all new highway improvements must take into account the requirements of the Active Travel (Wales) Act and its associated guidance.</p> <p>IACC Highways department confirm that the Active Travel (Wales) Act has been considered in the design of the scheme.</p> <p>With respect to this application, no response at the time of writing this report.</p>
<p>Rheolwr Polisi a Strategaeth / Policy & Strategy Manager</p>	<p>In responding to the original application, the Welsh Language Officer stated that it is necessary for the A5025 On-line Highway Improvements CoCP to reflect the principles within the Welsh Language and Culture Mitigation and Enhancement Strategy (WLCMS) in relation to the Welsh Language to ensure a consistent approach.</p> <p>However, the IACC still has significant concerns with the contents of the further revised version of the WLCMS (revision 0.2) since some mitigations proposals still have been amended/diluted and even omitted. The IACC wishes to reiterate that on a point of principle, the wording in many instances, has moved from commitment to consideration.</p>

	<p>The IACC welcomed the initiative to appoint the independent language planners ARAD to facilitate the creation of the draft strategy via an inclusive and collaborative, and collective process. The March 2017 version of the document reflects the outputs from workshops conducted with partner organisations, one-to-one consultation and a review of relevant documentation and literature. The actions are based on best practice adopted elsewhere and local need.</p> <p>The IACC wishes to reiterate that it is still gravely disappointed that the further revised version has still been diluted by the applicant without the provision of an evidence base. This dilution and condensing process is seen as undermining the transparency and legitimacy of revised strategy as it was undertaken without reference to the Steering Group which was established by the applicant to engage with Key stakeholders.</p> <p>It was requested that a statement is required outlining that the applicant and associated contractors will adhere to the IACC's Welsh Language Policy in all aspects of the project and communication with the public.</p> <p>Specifically a requirement is made for all internal communications to be made available bilingually. Opportunities should be identified at all times on the main site to provide opportunities for Welsh speakers and learners to use Welsh in the workplace environment. Inductions should include Welsh language awareness raising provision.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <ul style="list-style-type: none">(i) The WLCMS relates specifically to the Wylfa Newydd DCO Project. The strategy is therefore not applicable to the A5025 On-line Highway Improvements in terms of mitigation measures relating to Welsh language, which have been informed by the WLIA.(ii) The Framework Contract for Highways Construction sets out the requirements for the appointed contractor to adhere to the IACC's Welsh language Policy objectives and the Welsh Governments Welsh Language Standards. As a minimum, the contractor will be required to appoint a Welsh speaking Community Liaison Officer and
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to install bilingual signage throughout the construction process.

(iii) The appointed contractor will adhere to the IACC's Welsh language Policy objectives and the Welsh Governments Welsh language Standards, and will be required to appoint a Community Liaison Officer who must be a Welsh Speaker.

(iv) The WLIA demonstrates that overall the Proposed Development, is expected to have a beneficial effect on the Welsh language and Culture, particularly in terms of providing direct employment, including supply chain and job creation opportunities. These in turn will encourage Welsh Speakers to remain in the area and attract further Welsh speakers to Anglesey for employment opportunities.

(v) Chapter 4 of the ER demonstrates that based on the 66 week duration of works and nature of the construction works, it is anticipated that the number of personnel required would be a peak of 125 workers. According to the Homes & Communities Agency Additional Guide (Fourth Edition 2014) which has informed the socio-economic assessment for the Proposed development, 75 % (94) of the workers are expected to be employed from within the Daily Construction Commuting Zone (DCCZ) which is an area that is a 90 minute commute time from the Wylfa Newydd development area. The remaining 25% (up to 31 workers) are likely to live outside of the DCCZ, who may stay on Anglesey for part of the construction period.

(vi) Local employment is a key priority of the Framework Contract for Highways Construction which requires the appointed contractor to be adhere to the applicant's Supply Chain Charter and to promote contract opportunities within Wales and the local area.

(vii) If there was an increase in the 25% proportion of workers living outside of the local area, this would not have a significant impact on the Welsh language and culture in schools and communities, given that it is unlikely that the construction workers would seek long term accommodation on Anglesey for the duration of the works.

(viii) The WLIA demonstrates that overall the Proposed development is expected to have a beneficial effect on Welsh language and culture,

	<p>particularly in terms of providing direct employment, including supply chain and job creation opportunities.</p> <p>In response to these comments a response was received from the Authority's Policy and Strategy Manager which acknowledges, following legal advice, that the current proposal for the On-Line Highway Works are a standalone project. The policies which apply are therefore no different to those which have been applied to other similar projects such as the Llangefni 'Link-Road'.</p> <p>In this respect there will be a requirement for Welsh language signage. The fact that IACC Transport officers are in constructive dialogue with the applicant regarding procurement measures which support the aims of the draft WLCMS for Wylfa Newydd with regard to the engagement of local welsh speaking construction workers and local suppliers and contractors is also welcomed.</p> <p>Whilst it is recognised that the current application is a 'stand-alone' project for planning consenting purposes these however are seen in the eyes of the public as the commencement of the overall Wylfa Newydd project. It is therefore imperative that the comments previously suggested with respect to Welsh Language and Culture are captured within the Authority's Local Impact Report to be prepared by the IACC as part of the DCO process.</p> <p>In response to this application, the Welsh Language Officer confirmed that they have no comment on the extension of time provided that all other conditions relating to Welsh Language remain the same.</p>
<p>Mwynau a Gwastraff / Minerals & Waste</p>	<p>In responding to the original application, the North Wales Minerals and Waste Team confirmed that the proposals are in accordance with relevant policy and it is recommended that both the submission of Materials Management Plan and Waste Management Plan documents are requested as part of a pre-commencement condition.</p> <p>The development of a temporary construction compound including a temporary pavement recycling facility is welcomed. However, as commented in the Waste and Minerals Oversight Group meeting (WaMOG) dated 18th May 2017, the compound appeared confined and somewhat unpractical considering the tonnages, equipment</p>

and machinery required for operation. Although some amendments were made to the original compound footprint, further concerns were voiced in the WaMOG of the 7th December 2017.

The importation of material for the development is not considered a significant impact on the local/regional infrastructure.

In relation to waste of onsite material and site-won recycled material, it is assumed that a decision and/or plan together with the appointment of a contractor dealing with waste will follow permission, if granted. Should the waste from the development be destined to landfill, inert landfill capacity locally is problematic and could prove difficult, notwithstanding the main project in its entirety.

The North Wales Minerals and Waste Service are in agreement with the methodology and outcomes with the proposal as a standalone application, but not if inter/intra project cumulative effects need to be considered.

Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:

(i) The appointed contractor will be required to produce a CEMP, which will incorporate the preparation of a Materials Management Plan and a Site Waste Management Plan, in accordance with the principles set out in the CoCP. The CEMP will be submitted to IACC for approval prior to the commencement of works, in response to an appropriate planning condition attached to any grant of planning permission.

(ii) Once the contractor has been appointed, the layout of the Temporary Construction Compound will be further developed in liaison with IACC Highways, to be included in the CEMP. This will be submitted to the Local Planning Authority for approval, in response to a condition attached to any grant of planning permission.

(iii) The 52,480 tonnes of waste stated in the waste arisings summary includes approximately 33,000 tonnes of bituminous material with an assumption that 95% of this material will be recycled and used as part of the highway re-construction works. The appointed contractor will be required to prepare and adopt a Site Management Waste Plan (as part of the CEMP) to

	<p>deal with the waste arisings, in accordance with the principles set out in the submitted CoCP. Discussions with the prospective contractor will be carried out prior to appointment in all aspects of the construction works including waste management, to ensure a strategy is developed early in the process.</p> <p>(iv) The contractor will be responsible for identifying an appropriate landfill site (or sites) with sufficient capacity to receive the inert waste generated by the proposed development. The site(s) would be selected on Anglesey if possible, or across a wider catchment within the north Wales region, as appropriate.</p> <p>(v) The principles of the Site waste management Plan set out in the submitted CoCP, align with those of the overall Wylfa Newydd Project CoCP, to ensure the approaches to waste management are compatible.</p> <p>(vi) Documents relating to the waste mass balance document are confirmed as issues which will be considered by the applicants in response to a requirement attached to the Development Consent (subject to its granting).</p> <p>As a result of the re-consultation process a second response was received from the North Wales Mineral and Waste Planning Service dated 7th of June, 2018 which expressed concern with the fact that there is limited capacity within the North West to accommodate the 52,840 tonnes of inert waste. The Service however confirmed that it was confident that there was sufficient aggregate available regionally to service the development. On the matter of the 'Site Waste Management Plan' and 'Materials Management Plan' the Service has requested that any conditions drafted and attached to the permission are framed such that the details are presented to the local planning authority within an appropriate time scale rather than prior to the commencement of works on site. This would allow sufficient opportunity for all parties to establish whether is sufficient capacity to control the waste which is associated with the development without adversely impacting upon the current local market.</p> <p>With regards to this application, no response was received by the North Wales Minerals and Waste Team at the time of writing this report.</p>
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<p>Tourism Partnership North Wales</p>	<p>No response made to previous application and no response to this application at the time of writing this report.</p>
<p>Uned Polisi Cynllunio ar y Cyd / Joint Planning Policy Unit</p>	<p>In responding to the original application the JPPU stated that Strategic Policy TRA 4 Sustainable transport, development and accessibility promotes proposals that maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. It clarifies that the Councils will require appropriate transport infrastructure elements to be delivered as part of major infrastructure development schemes either in kind or through section 106 obligations. It sets the framework to allocate or safeguard land where appropriate to facilitate the key strategic transport schemes.</p> <p>Policy TRA 1 sets out the parameters to consider improvements to the existing transport network. In recognition of pre-application discussions with Horizon the Policy recognises the need to develop an appropriate scheme of transport solutions to mitigate the effects of the construction and operation of the new power station. Part 4 of the Policy safeguards land that would contribute to one of the transport solutions.</p> <p>Criterion 3 of Policy PS 9 sets out the need for "Highways and transport proposals for the Wylfa Newydd Project form part of the integrated traffic and transport strategy that has regard to Strategic Policy PS 4 and any relevant detailed Policies in the Plan and minimises adverse transport impacts to an acceptable level, including those arising during the construction, operation and decommissioning stages, and any restoration stages. Proposals should, where feasible, make a positive contribution to transportation policy objectives in the locality, and should include multi-modal solutions and investment that encourages travel by public transport, walking and cycling and other sustainable forms of transport."</p> <p>Responses to the consultation from specialist officers within the Council and its partners will determine whether any other criteria in Policy PS 9 apply and which development management policies are relevant to the proposal.</p> <p>With regards to this application, the JPPS stated that since the original application in 2018, the Council has adopted and SPG on 'Maintenance and Creation of Distinctive and Sustainable Communities' (July 2019). This provides a revised</p>

	<p>methodology for the preparation of a Welsh Language Impact Assessment or Welsh Language Statement to support and application.</p> <p>The original application was supported by a Welsh Language Impact Assessment, however the methodology used in its preparation was based upon a now superseded SPG 'Planning and the Welsh Language'.</p> <p>Due to the adoption of the 'Maintenance and Creation of Distinctive and Sustainable Communities' SPG in July 2019, further discussion was held with the applicant, when it was agreed it was possible to assess the proposal against the relevant questions in this revised methodology.</p> <p>The IACC requested the applicant to assess the conclusions from the original assessment against the new SPG methodology and to identify whether the original findings were still valid. The applicant submitted this further assessment and the JPPU provided a second response to the consultation which confirmed;</p> <ul style="list-style-type: none">• Whilst the further information submitted is not structured against the methodology contained in the SPG, the JPPU concurs with the conclusions made with regards to the possible impacts of the development on the Welsh language. The JPPS acknowledges that the conclusions of the WLIA remain valid.• The JPPU acknowledges that the consideration of potential effects of the development on the Welsh language have been thoroughly assessed. The consideration of mitigation measures and good practice measures which would ensure that any effects are minimised is welcomed.• Additional information relating to conditions 4 (l) 7 and 22 of the planning consent has also been submitted. It is considered that the overview of these conditions provided is sufficient in addressing how this information will ensure compliance with the WLIA.• The submission of the additional information confirms that the requirements of the WLIA methodology in the adopted SPG are met, and no further information relating to the Welsh language are required at this time.
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Bwrdd Uchelgais Economaidd Gogledd Cymru North Wales Economic Ambition Board	No response made to previous application and no response to this application at the time of writing this report.
Cyngor Conwy Council	<p>No reply to original consultation.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation, Conwy Council confirmed in their response dated the 22nd May, 2018 that they intended to make no comments on the application.</p> <p>With respect to this application, no response was received from Conwy County Borough Council at the time of writing this report.</p>
Adain Dechnegol (Draenio) / Technical Section (Drainage)	<p>In responding to the original application the IACC's Drainage Officer stated that the proposed highway improvement works are partially located in areas served by public sewer systems and this application should therefore be forwarded to the sewerage undertakers, for their consideration and comment.</p> <p>Greater detail of intended disposal of surface water is required.</p> <p>The surface water management and land drainage philosophy as detailed in the supporting documentation, appears to be satisfactory in principle.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) The applicant has consulted with DCWW regarding the implications of the proposed A5025 On-line Highway Improvements on existing public sewers.</p> <p>(ii) There would be no change to catchment areas as a result of the A5025 On-line Highway Improvements, with only a slight increase in impermeable area which will be mitigated by implementing either an extension or enhancement to the existing drainage provision or filter drains, or strips where appropriate. These details will be designed by the appointed contractor and submitted to IACC for approval, in response to a planning condition attached to any grant of planning permission.</p>

	<p>(v) Details relating to culvert design and construction will be provided by the appointed contractor once on site and the culverts exposed. These details would then be submitted to IACC for approval in response to a planning condition attached to any grant of planning permission.</p> <p>(vi) The appointed contractor will undertake further investigation work to confirm ground water levels to inform the final design for the pond construction. Additional topographical survey information will be undertaken to finalise the shape and depths of each attenuation pond and confirm their position and invert levels into adjacent watercourses. Horizon is content to receive a appropriate planning condition on this point</p> <p>(vii) All required details will be prepared and presented to the local planning authority for approval prior to the commencement of any drainage elated development in response to a planning condition attached to any grant of planning permission. This includes ground investigations into either an infiltration design or attenuation system required to serve the new parking area at Bryn Tirion Terrace in Section 4.</p> <p>As a result of the re-consultation process a second response was received from the Technical Section dated 8th of June, 2018 which confirmed that there was no objection to the proposals in principle. However, there were still certain aspects of the scheme which required further clarification at this juncture: namely;</p> <ul style="list-style-type: none"> - The connectivity of the new road gully and drainage network at chainage 900.00 and; - The percolation value of the ground in the vicinity of the soakaway intended to serve the parking area at Bryn Tirion Terrace. <p>These matters will be reported verbally at committee in the event that the requested details have not been presented to the local planning authority in sufficient time for consideration and analysis as part of this report.</p> <p>In respect of this application, no response was received at the time of writing this report.</p>
<p>Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor</p>	<p>In responding to the original application, the IACC's Ecological Advisor stated that while referring to protected and legally controlled species, constituting: crested newts; otters; water vole; reptiles; birds; badgers; and fish, it is advised</p>

	<p>that the various proposed strategies outlined in the documentation are implemented. These strategies include the provision of an ecological clerk of works, protected species licenses, and construction method statements, while also requesting that these should be specified and agreed prior to works beginning by way of planning conditions.</p> <p>It is also advised that an Invasive Species Control and Eradication Plan be conditioned either as part of the Construction Environmental Management Plan or as a standalone document.</p> <p>It is advised that the planting of trees, shrubs, various grass seed mixes, the translocation of existing hedges (with infilling of new native planting for greater diversity), and other ecological aspects covered in the Design Approach and Landscape Strategy (and associated Figures) be carried out as given in the Strategy.</p> <p>In view of the Habitat Regulation Screening it appears that the proposal would not be likely to have any significant impacts on Natura 2000 sites, and therefore it is advised that (unless significant argument(s) for undertaking Appropriate Assessment are raised, for example, by NRW), this proposal should be deemed to be screened out on the basis of the material provided.</p> <p>It is requested that the Code of Construction Practice (CoCP) be followed, however serious consideration should be given as to whether all the required ecological construction method statements in CEMPs should be provided by contractors, or whether this should be achieved by the applicant at an earlier stage.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <ul style="list-style-type: none">(i) The appointed contractor would be required to prepare the CEMP which would incorporate Construction Method Statements, Invasive Species Control and Eradication Plans.(ii) The contractor would be required to appoint an Ecological Clerk of Works who would be responsible for the preparation and submission of protected species licence applications.(iii) The appointed contractor would be required to implement the A5025 On-line Highway
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	<p>Improvements in accordance with the approved DALs in response to an appropriate planning condition attached to any grant of planning permission.</p> <p>As a result of the re-consultation process a second response was received from the Ecological and Environmental Advisor dated the 9th May, 2018 which offered general commentary with respect to minor matters relating to the additional information presented by the applicant. These comments have subsequently been forwarded to the applicants who have in turn confirmed that they have no objection to the requested detail being incorporated into suitably framed conditions.</p> <p>In respect to this application, a response was received by the IACC's Ecological Advisor on the 1st May 2020 confirming that they had no objection to the extension of time provided that all other conditions remain the same.</p>
Diogelu – Y Weinyddiaeth Amddiffyn / MOD Safeguarding	No response made to previous application and no response to this application at the time of writing this report.
National Grid Plant Protection Team	No response made to previous application and no response to this application at the time of writing this report.
Cyngor Cymuned Llanfachraeth Community Council	<p>With regards to the original application in 2018, a response was received with no objections.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation the Community Council response dated the 6th June, 2018 confirmed that their position of 'no objection' remained unchanged.</p> <p>In respect of this application, following a further round of consultation on the 21st July 2020, the Community Council responded stating that they have strong support for the application with no objections.</p>
Cyngor Cymuned Llanfaethlu Community Council	<p>In respect of the original application, the below provides a chronological summary of the consultation with the Community Council.</p> <p>27th February - Community Council briefing session where the Community Council raised concern with respect to the fact that they hadn't received a response to the concerns expressed with respect to the A5025 proposal. Llanfaethlu confirmed that they had requested further detail</p>

	<p>from the IACC and a meeting to discuss their concerns.</p> <p>5th March - IACC Highways and Highways Development Control department confirmed no concerns had been received or invitation to such a meeting.</p> <p>6th March - IACC Local Planning Authority e-mailed Llanfaethlu's clerk in an effort to establish exactly what their concerns are.</p> <p>7th March - Llanfaethlu responded stating that a letter was sent to the Highways Department but no response had been received. It was confirmed that Cllr Ken Hughes had made inquiries but no response was received. There was an invitation for IACC to attend the next Community Council meeting on 9th April.</p> <p>15th March - The Planning Authority responded by thanking the Community Council for the invitation but confirmed the Local Planning Authority were not in a position to discuss issues relating to vehicle speeds along the A5025. A special meeting was arranged for April 26th to discuss the DCO process, SPC and A5025 TCPAs with members of the Town Councils and Community representatives with an invitation included to Llanfaethlu Community Council.</p> <p>No reply was received following the Town and Community Councils Forum which was held in the Council Chamber on the 26th of April, 2018 or as a result of the re-consultation process at the time of writing this report.</p> <p>In respect of this application, no response was received by the Community Council at the time of writing this report</p>
<p>Awdurdod Datgomisiynu Niwclear / Nuclear Decommissioning Authority</p>	<p>In responding to the original application the NDA stated that defueling transportation of the spent fuel via the Valley rail head is critical for the NDA. Closing the road entirely during daylight hours should be avoided, as this would result in re-routing which would require regulatory approval. Magnox would request that a minimum of 1 weeks' notice is provided for any proposal for closure of the road entirely, however this should be an extreme and rare case.</p> <p>The fuel transporter is subject to prearranged timings according to the train schedule. Delay of the transporter should be avoided and should be</p>

	<p>given priority through traffic lights and control both in its outbound and inbound journeys. Magnox are concerned that fencing and any other items could encroach onto the carriageway possibly creating a risk to the transporter.</p> <p>Magnox require prior notice to lane closures and request contact details for the duration of the works. It is recommended that roadworks are subject to an inspection at the start of each working day to ensure any threats to security of the transporter are emitted.</p> <p>Loading in the carriageway and the threat of collapse in the area of excavation is also a concern when taking into account the weight of the transporter. Magnox request that load calculations are reviewed, and that no residual risk of collapse exists. Sufficient width for the vehicle should also be included in the calculation.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <ul style="list-style-type: none">(i) The applicant does not anticipate full closure of the A5025 will be required to deliver these works. The intention will be to retain one side of the carriageway open for traffic to pass through the construction works, which would be traffic light controlled. If temporary full closure is required, the applicant will liaise with Magnox and the NDA to ensure it does not affect their off-site operations. This will be done a minimum of 1 week in advance of the proposed closure.(ii) An appropriate arrangement with Magnox will be agreed to ensure effective and efficient movement of the vehicles. The Traffic Safety Control Officer for the highway works will act as the point of contact.(iii) The applicant confirms that it will continue to liaise with Magnox through the construction process to monitor the effectiveness of these arrangements.(iv) The applicant anticipates that a minimum unobstructed carriageway width of 3m will be maintained along the works (in line with Department of Transport Code of Practice) which will allow enough space for the transporter to pass through safely.
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	<p>No response was received from Magnox and the NDA as a result of the re-consultation process at the time of writing this report.</p> <p>With regards to this application, no response was received by the NDA at the time of writing this report.</p>
Cyngor Gwynedd Council	<p>The original response received had no observations to offer.</p> <p>As a result of the re-consultation process a second response was received from Gwynedd Council as neighbouring Authority dated the 6th June, 2018 where it was again confirmed that they had no observations to offer in respect of the application.</p> <p>In respect of this application, Gwynedd Council were consulted but no response was received by the IACC at the time of writing this report.</p>
Cymdeithas Cerddwyr / The Ramblers Association	<p>No response made to previous application and no response to this application at the time of writing this report.</p>
RSPB Cymru / Wales	<p>No response made to previous application and no response to this application at the time of writing this report.</p>
Safonau Masnach / Trading Standards	<p>No response to original consultation.</p> <p>Following the receipt of additional information from the applicant which resulted in a second round of consultation the Trading Standards Department in their response dated the 18th May, stated that there were no issues of relevance within the application with respect to Trading Standards requirements.</p> <p>With regards to this application, a response was received by Public Protection stating that they have no comments to make on this application.</p>
Community Cohesion Co-ordinator	<p>No response made to previous application and no response to this application at the time of writing</p>
Rheolwr Masnachol Hamdden / Commercial Leisure Manager	<p>No response made to previous application and no response to this application at the time of writing this report.</p>
Swyddog Cefn Gwlad a AHNE / Countryside and AONB Officer	<p>In response to the original application, the AONB and Countryside Officer Comments made the following comments:</p> <ul style="list-style-type: none"> • In relation to bus shelters it is suggested that high quality, well designed bus shelters are required. Anglesey tends to have a mix of poor

	<p>quality bus shelter designs. Bus shelters at Llanfair PG's Park and Share should be considered, for their visual appeal, quality materials and good design for rural setting.</p> <ul style="list-style-type: none">• In relation to boundary treatments it is suggested that hedgerows will improve bio-diversity connectivity.• In relation to the existing cloddiau it is suggested that continuous section of cloddiau would improve landscape features as well as providing habitat for flora and fauna.• In relation to condition 4 relating to temporary office cabins it is suggested to reduce light pollution (dawn, dusk and night) external lighting.• In general terms, the applicant should provide greater certainty in terms of landscape and amenity proposals. <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p> <p>(i) Valley Community Council will be invited to select a preferred design of bus shelter from a choice of standard IACC designs</p> <p>(ii) The proposed widening of the A5025 in Section 2 includes the widening of verges either side of the existing private means of access (PMA) The verges will be extended to a maximum width of 6m on the inside of the bend to improve the visibility from the PMA and the two field accesses in this location. The junction improvements include the replacement of existing stone walls with mortared stone walls to be set back from the edge of the highway to maintain visibility splays for road safety purposes. This boundary treatment is preferred to the introduction of hedgerow which may impede the sight lines with overgrown vegetation within the visibility splay</p> <p>(iii) In discussion with IACC, the landscape proposals have now been amended to provide a hedgerow in the place of the previously proposed mortared stone wall along the western boundary of the new section of highway at Bytheicws to tie-in with existing features</p> <p>(iv) The proposed widening along Section 6 of the A5025 involves the construction of mortared stone walls which will be set back from the edge of the carriageway to provide sufficient visibility splays at the PMA junction. The boundary treatment is preferred to the use of cloddiau which could impede sight lines with overgrown</p>
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	<p>vegetation. With regards to the regional provenance of plant stock Horizon are currently discussing the potential to gather local seed for the wide Wylfa Newydd Project whilst also limiting plant stock suppliers to north-west wales for the current proposal.</p> <p>(v) Regarding the cabins within the Site Compound, the applicant seeks flexibility in terms of the potential to use double height cabins rather than being limited to single storey structures. The appointed contractor will also be required to prepare a Lighting Strategy for incorporation within the CEMP.</p> <p>No response was received from the Countryside and AONB Section following re-consultation with the applicants' additional information. With regards to this application, no response was received by the AONB and Countryside Officer at the time of writing this report.</p>
<p>Cyfoeth Naturiol Cymru / Natural Resources Wales</p>	<p>In response to the original application, NRW noted the purpose of the proposal being mitigation to predicted impacts of increased traffic associated with proposal of Wylfa Newydd Power Station.</p> <p>NRW advised that consideration should be given as to whether the proposal should be interpreted as part of the wider 'project' proposals, and thus whether assessment should be considering the cumulative, in-combination impacts.</p> <p>NRW stated that IACC would need to make a judgement on the correct approach in respect of the HRA and EIA and should take legal advice as it considers appropriate.</p> <p>NRW's requirements and conditions were as outlined below:</p> <p>Requirement 1 - Detailed plans of the balancing pond at CH.700 in Section 2, including positioning in relation to flood risk areas, and additional information on the impact/effectiveness of the pond at this location to be provided as part of the planning submission.</p> <p>Condition 1: Environmental Management - Detailed Code of Construction Practice (CoCP) to be approved by the local authority, in consultation with NRW</p> <p>Condition 2: Protected Sites - Biosecurity Risk Assessment / Management Plan to be approved by the local authority, in consultation with NRW.</p>

	<p>Condition 3: Protected Species - A scheme to minimise or prevent the incidental capture or killing of European species shall be submitted for the approval of the local planning authority in consultation with NRW. Implementation shall accord with the provisions of the approved scheme</p> <p>Condition 4: Protected Species - Submission and implementation of an approved Ecological Compliance Audit scheme</p> <p>Condition 5: Protected Species - Detailed Great crested newt (GCN) mitigation measures to be approved by the local authority in consultation with NRW</p> <p>Condition 6: Protected Species - Detailed hedgerow translocation methodology to be approved by the local authority in consultation with NRW</p> <p>Condition 7: Protected Species - Detailed otter mitigation measures, including Reasonable Avoidance Measures, to be approved by the local authority in consultation with NRW</p> <p>Condition 8 Protected Species - Detailed water vole mitigation/compensation measures to be approved by the local authority in consultation with NRW. This to include post construction management and surveillance</p> <p>Condition 9: Migratory Fish - Detailed measures to avoid impacts on migratory fish to be approved by the local authority, in consultation with NRW</p> <p>Following the receipt of additional information in response to the Authority's request, which included a Flood Consequences Assessment Technical Note (13th April, 2018) it was confirmed within the applicant's submissions that;</p> <p>(i) There is a clear need for the proposed development to improve the condition of the A5025 between Valley and Wylfa as summarised in the opening paragraphs of the application letter and in section 2.3 of the submitted Environmental Report and paragraphs 8.2.3 and 8.2.4 of the Planning Statement. Notwithstanding the need to bring the proposed development forward as a separate application, the assessment of cumulative effects presented in Chapter 15 of the submitted Environmental Report, has demonstrated that there are no significant impacts as a result of the</p>
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	<p>development taking place cumulatively with other Wylfa Newydd Projects components (intra-project effects).</p> <p>(ii) This issue was considered by IACC as part of the early EIA Screening exercise of the Proposed development and IACC confirmed in its Screening Opinion dated the 7th October, 2017, that the Proposed Development did not constitute EIA development (as set out in 3.2.10 of the submitted Environmental Report). The assessment of cumulative effects is nevertheless presented on a non-statutory basis in Chapter 15 of the Environmental Report.</p> <p>As a result of the re-consultation process a second response was received from NRW on the 6th June, 2018 where it was re-iterated that IACC would need to make a judgement on the correct approach in respect of the HRA and EIA and should take legal advice as it considers appropriate. The response went on to confirm that their previous requirements have now been met and that planning permission should only be granted subject to the inclusion of their 9 conditions which also formed part of their original response dated the 12th January, 2018.</p> <p>On the matter of Flood Risk it was confirmed that the additional assessment work undertaken by the applicants within the Flood Consequences Assessment Technical Note dated 13th April, 2018 was considered acceptable in addressing any flood risk concerns associated with both balancing ponds at chainage 300.00 and 700.00 within Section 2 on the approach to Llanynghenedl. The response went on to state that the applicants should discuss any future maintenance and surface water discharge requirements with IACC's drainage engineers, as the Lead Local Flood Authority.</p> <p>In respect of this application, NRW noted that they had no objection to the application for the extension of time to implement the consent. Following further consultation on the 21st July 2020, NRW confirmed on the 24th July 2020, given that nothing has changed in the application their previous advice dated 18th May 2020 remains valid.</p>
Cynghorydd Carwyn Jones	
Cyngor Cymuned Mechell Community Council	In response to the original application, the Community Council confirmed that they had no

	<p>objection and welcomed improvements to the A5025 between Valley and the Wylfa site.</p> <p>They realise delays will occur, but have concerns about increased traffic through Llanfechell. They were disappointed with the lack of information and timetable of the application consultation period being over Christmas, impacting on the Community Council's work load and meetings. The Community Council has previously stated their disappointment to the applicant regarding the timetable and lack of information.</p> <p>The Local Planning Authority subsequently contacted Mechell Community Council in an effort to gauge precisely what their concerns were in terms of the lack of information and in an effort to establish precisely what information they believed was missing.</p> <p>However, no response has been received to this request.</p> <p>Following the receipt of additional information in response to the Authority's request the following was confirmed within the applicant's submissions;</p> <p>(i) it is acknowledged that traffic delays are likely during the construction process, which are to be monitored and managed by the appointed contractor. As agreed in response to previous public consultation, the intention is to undertake the highway reconstruction works simultaneously within all four construction areas in Section 2, 4, 6 and 8 to reduce the overall duration of the works and impact on traffic.</p> <p>(ii) The applicant engages regularly with the Community Councils to provide updates on the progress of the Wylfa Newydd Project and related planning applications. The applicant has also offered to attend at Community Council meetings to answer any questions on the proposed development to help inform their responses.</p> <p>No response was received from Mechell Community Council following the re-consultation process at the time of writing this report.</p> <p>No response has been received on this application at the time of writing this report.</p>
<p>Ymgynghorydd Treftadaeth / Heritage Advisor</p>	<p>In responding to the original application, in general there were no mitigation requirements with respect to historic buildings as the effects which are</p>

	<p>identified take place during construction only, and are indirect and minor (with respect to listed buildings).</p> <p>In terms of the Historic Landscape the proposed Level 2 Landscape Survey appears to be sufficient and appropriate. If consent is to be granted then condition should be imposed to require the replanting of hedgerows to replace those lost to development. Additional hedgerow planting, in place of removed post and wire fencing would deliver enhancement. Greater clarity is required over the proposals to translocate hedgerows, particularly the phrase 'where possible'.</p> <p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <p>(i) Additional text has been added to the DALs in paragraph 2.1.5 to expand on the proposals for translocated hedgerows. Generally, hedgerows would be inspected prior to site clearance by the appointed contractor and overseeing party (ecologist, environmental clerk, of works or arboriculturalist). Hedgerows would be chosen for translocation based on criteria such as species richness, density or intactness. Where hedgerows have gaps or plants have been aggressively cut back, it would be of greater benefit to plant new hedgerows along the highway boundary. New post and wire fencing will be provided behind translocated hedgerows for livestock control. Following re-consultation the Authority's Technical Consultants responded on the 25th May, 2018, whereby it was confirmed that:</p> <p>(i) It has been confirmed in paragraph 13.4.20 of the Environmental Report (ER) that there would be 19 sections of important hedgerows removed. Further clarification has also been received which confirms that this will involve the total loss of 1.6km of hedgerow which is important under heritage criteria.</p> <p>(ii) Overall there will be 4km of replacement field boundaries (including hedgerows, stone walls and cloddiau). Overall this supports the conclusions of the ER that the historic landscape will be retained, with loss of field boundaries limited to sections immediately alongside the road and with replacement.</p> <p>(iii) The revised DALs (Paras 2.1.5-2.1.7) provides some additional information on the</p>
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	<p>proposed approach to the translocation or replacement of hedgerows and this appears to be appropriate.</p> <p>The additional information has resolved a slight discrepancy over the number of 'important' hedgerows which would be affected, and provided clarity over the extent and location of 'important' hedgerow loss. The response confirms that overall, the proposed mitigation appears to be acceptable. With regards to this application, no Cultural Heritage response was received by the Local Planning Authority at the time of writing this report.</p>
<p>Gwasanaeth Tai/Housing Services</p>	<p>In responding to the original application, the Housing Service stated that no reference was made to the possible impact on housing within the immediate area identified within the proposal.</p> <p>No assessment / information has been presented with regards to the impact on housing. It is stated that 'up to 125 construction workers being present for 70 weeks' and proposes that 'a high proportion of the construction workers to be employed from the local area,'. If this is not achieved workers would be expected to travel from outside the area and would require accommodation during the construction stage within the immediate area. No mitigation measures are proposed to deal with this risk. The Rapid Health Impact Assessment does not consider housing as part of the proposed development.</p> <p>As no impact assessment has been carried out and the no mitigation measures have been presented to deal with displacement of local families should there be a need to accommodate workers from outside the immediate area. It is not set out what the impacts would be should 125 workers need accommodation within the area. The application should include an assessment of how contractors will be accommodated within the area. Proportion of the workers would be expected to be housed within the area if they area outside the immediate area with a threshold agreed should local families become displaced and additional burden placed on Housing Services due to homelessness.</p> <p>A suggestion for monitoring and mitigation measures was also put forward (to be included within any Section 106 agreement) should local residents become displaced due to workers moving into the private rented sector during the construction stage.</p>

	<p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that;</p> <p>(i) Following the best practice approach set out in the Homes & Communities Agency Additionality Guide which has informed the socio-economic assessment for the Proposed Development, 75% of the workers are expected to be employed from within the Daily Construction Commuting Zone (DCCZ). The remaining 25% are likely to live outside of the DCCZ, who may stay on Anglesey for part of the construction period</p> <p>(ii) If there was increase in the 25% proportion of workers living outside of the local area, this would not have a significant impact upon housing supply with sufficient capacity within the existing supply of visitor accommodation and private rented housing stock to accommodate 31+workers on a short term basis</p> <p>(iii) The displacement of local families to accommodate construction workers is considered extremely unlikely for the reasons set out above.</p> <p>No response was received from Housing Services following re-consultation.</p> <p>With regards to this application, no response was received from the Housing Service at the time of writing this report.</p>
<p>Ymgynghorydd Tirwedd / Landscape Advisor</p>	<p>In responding to the original application, the Landscape Officer raised the following primary points:</p> <ul style="list-style-type: none"> • No assessment on the impacts or in-combination effects between both applications. (A5025 and SPC). • Clarification on the timing of the works required. • Assessment on the condition of existing footpaths. • Signage should be implemented for crossing points following a speed survey of the highway. • Continuity of field boundaries (four locations). • Local provenance should be collected for local seed. • No indication of translocation of hedgerows. • The maintenance period should be 5 years.

	<ul style="list-style-type: none">• No detail on hard landscaping. Additional information and assessments requested include:<ol style="list-style-type: none">1. Detailed survey of the existing landscape components - stone walls, cloddiau, etc and all footpath routes, surfacing and means of access, including gates, styles, etc. where these would be affected by the works (see suggested Condition 1 below).2. Assessment of the effects on landscape components/elements taking into account the baseline condition, the natural heritage, landscape character and visual amenity value of these elements, and the amounts that will be lost and replaced.3. Assessment of the effects on the statutory purpose of the Isle of Anglesey AONB.4. Assessment of the in-combination effects with the SPC works (if there is likely to be any overlap in the proposed programmes for these two developments).<p>Following the receipt of additional information in response to the Authority's request it was confirmed within the applicant's submissions that:</p><ol style="list-style-type: none">(i) Lengths of hedgerows (including important hedgerows) and trees to be removed are now quantified and their locations illustrated.(ii) Improvements have been made at one of the four locations where boundary enhancements (rather than like for like) was requested. This is along the new section of highway at Bytheicws where a hedgerow is now proposed along the western boundary.(iii) Regional provenance has now been defined as North West Wales.(iv) The applicant confirms that they are discussing the potential to gather local seed and support a nursery to grow stock for the Wylfa Newydd Project.(v) Method proposed for determining whether hedgerows should be translocated.(vi) Landscape maintenance period increased for soft landscaping works from 3 years to 5 years.
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	<p>The DALs has now been amended such that the main issues raised in its original consultation response have been addressed.</p> <p>With regards to this application, no response was received by the Landscape Officer at the time of writing this report.</p>
North Wales Economic Ambition Board	No response made to previous application and no response to this application at the time of writing this report.

Relevant Planning History

The planning history for the A5025 section from Valley to the existing Wylfa access road consists of 105 individual applications.

Considering the extensive number of applications, a separate appendix has been prepared and attached at the end of the report (Appendix A).

Main Planning Considerations

Is there a Policy Framework that supports the Proposed Development?

It is recognised that this application is not for a Nationally Significant Infrastructure Project itself, but the policy context of National Policy statements EN-1 and EN-6 is a material consideration given the purpose of the application.

The weight of the NPSs needs to be considered in the context of an application submitted in advance of a decision on the Development Consent Order being made.

In analysing the national planning policy position in relation to this application, it is considered that the weight of the National Policy Statements should carry significant weight and be regarded as a significant material consideration.

The UK Government support for the early delivery of a new nuclear power station therefore adds significant in principle support to this application.

At a Welsh Government level, the 10th edition of Planning Policy Wales published in 2019, provides the Land Use planning policies of the Welsh Government, translating the commitment to sustainable development into the planning system so the Government can play an appropriate role in moving towards sustainability and a low carbon economy.

Given its recent revision, the document can be afforded significant weight as an up to date representation of Welsh Government Policy.

At the local level, the statutory development plan for Anglesey comprises is the Anglesey and Gwynedd Joint Local Development Plan (JLDP) (2011-2026). Strategic Policy PS9 of the JLDP recognises the possibility that early works may need to be undertaken to develop the power station. Point 4 of the Policy states that the need for early nuclear work must be justified in order to:

- ensure the timely delivery of the project or

- that it is designed to provide mitigation measures to address the impacts of the construction or operation of the Project.

Other criteria in Policy PS9 apply to the various elements of the planning application as well as national planning policies and guidelines.

The principal justification given by the applicant for supporting the application (in addition to the positive economic benefits, improvements and reconstruction of the highway, and early time benefits) is to address the physical and operational constraints on this stretch of the A5025, in relation to its width, alignment, overtaking opportunities and surfacing condition.

The A5025 On-line Highway Works are part of the enabling works to help facilitate the construction and operation of the Wylfa Newydd DCO Project, which is in the national as well as local interest and which complies with the above policy criteria.

A number of Supplementary Planning Guidance documents have been published by the IACC to further inform development plan policies, the most relevant of which for the project is the Wylfa Newydd SPG (2018).

The Wylfa Newydd SPG recognises the important contribution new nuclear power can make to the UK's energy mix and security of supply and supports the principle of development of a new nuclear power station at Wylfa.

Overall it is considered that development plan policies and guidance notes (which includes the guidance contained within the Wylfa Newydd New Nuclear Build SPG and associated Topic Papers) together with the advice contained within well-established National Policy, are on balance supportive of the proposal. It is therefore considered by the Local Planning Authority that there is a suitable policy framework which supports the principle of the proposed development.

Does the proposed development constitute Sustainable Development?

One of the key aspects of national policy is the emphasis on sustainability. In Wales this is defined to mean; 'enhancing the economic, social and environmental well-being of people and communities, achieving a better quality of life for our own generations in ways which;

- Promote social justice and equality of opportunity; and
- Enhance the natural and cultural environment and respect its limits-using only our fair share of the earth's resources and sustaining our cultural legacy Sustainable development is the process by which we reach the goal of sustainability.'

Critical to achieving the above is the creation of a resilient low carbon economy and the creation of communities where people can live and work. On balance, it is considered that a persuasive case has been made that the economic and social benefits that will accrue from the development together with the environmental safeguards proposed, will positively contribute to these goals.

In terms of its economic credentials, it is acknowledged that the proposed development is a stand-alone application. Chapter 4 of the applicant's Environmental Report demonstrates that for the 66 week duration of the works, it is anticipated that the number of personnel required at peak would be 125 workers. Given that a proportion of the work will be specialist road construction, it is anticipated that some of the skilled labour will need to be sourced from outside the local area. However, based on the best practice approach set out in the Homes & Communities Agency Additionality Guide (Fourth Edition, 2014) which has informed the socio-economic assessment for the Proposed Development, it is expected that 75% (94) of the workers at peak, are expected to be employed from within the Daily Construction Commuting Zone (DCCZ). The remaining 25% (up to 31 workers) are expected to live outside the DCCZ, who may stay on Anglesey for part of the construction period.

While it is not possible to guarantee or formally secure the percentage of workers contracted from the local area, it is highly likely that the contractors will appoint workers local to the proposed works, primarily to take advantage of the locally skilled workforce and to reduce travel and accommodation costs.

In an effort to facilitate this process the IACC Highways Major Projects Team (non-consenting) and the applicant, have worked collaboratively in establishing a Framework Contract for Highways Construction, which enables companies to become part of a 'pool' of potential contractors that can be approached directly by the IACC to bid for work, when required. Three of the four eligible contractors are based in north Wales (two in Gwynedd, one in Denbighshire and one in Manchester).

Local employment is a key priority of the Framework Contract for Highways Construction, which requires the appointed contractor to adhere to the applicant's Supply Chain Charter and to promote contract opportunities within Wales and the local area.

Whilst the following section considers in more detail the environmental credentials of the proposal it will be seen that again the contribution towards sustainable development overall is a positive one.

A pavement evaluation carried out on the A5025 identified substances indicative of the presence of tar in the asphalt layers. Subsequently, chemical testing confirmed this. In order to mitigate the risks associated with tar, it was decided to recycle the existing pavement into Cold Recycled Bound Material (CRBM) as part of the A5025 improvements.

The scheme length is approximately 10km, and it comprises full pavement reconstruction to a depth of 300mm and widening of the existing carriageway. A study was carried out to calculate the total CRBM required for the works. It is expected that the total asphalt arising will be approximately 40,000 tonnes; from which approximately 17,000 tonnes will be handled as tar contaminated materials. The total CRBM needed for the new base layer is approximately 27,850 tonnes; therefore, all tar contaminated asphalt arisings can be recycled into CRBM.

The temporary construction compound also contains a temporary pavement recycling facility. The purpose of this facility would be to process and recycle the excavated pavement arisings, such that these could be reused as part of the proposed development in the form of a base layer in the pavement reconstruction and thereby reduce the need for materials importation and disposal.

Recycling the need for materials and their disposal through this CRBM process for recycling and processing pavements demonstrates that the applicant proposes measures which are deemed sustainable.

As part of the design development process, the applicant concluded that the proposed development should include the provision of a Temporary Construction Compound (TCC) with the overall design (including the temporary pavement recycling facility as mentioned above). The decision to include a TCC was influenced by the need to accommodate the temporary pavement recycling facility close to the proposed works which would significantly reduce the number of vehicle movements.

The TCC site was selected following an optioneering process which was informed by consideration of planning, engineering and logistics, land use and environmental context. The process of optioneering consisted of the following tasks:

- Review of available mapping and aerial photography.
- Analysis of the proposed site boundaries, existing topography, settlement patterns, and their relationships to the A5025 corridor.
- Identification of environmental topics of relevance to the potential sites.

- Identification and mapping of known sensitivities and constraints within deigned areas of search, which could be directly and/or indirectly affected by the construction and operation of the proposed recycling compound.
- Development of criteria, against which each site has been tested and appraised to evaluate their relative advantages and disadvantages from an environmental perspective (Land use; hydrology; landscape and visual; noise; ecology; cultural heritage).

The applicant has demonstrated that the indicative layout of the TCC has been considered and selected as the most suitable location, therefore the LPA accepts that the TCC is in the most sustainable location.

The proposed development has been subject to a process of design evolution informed by public consultation, stakeholder engagement and the iterative environmental assessment. These processes have helped to develop the scope of the A5025 On-line Highway works, the approach to construction, and the refinement of designs to reduce, where practicable, their potential environmental effects.

The applicant and IACC Highways Major Projects Team have jointly developed the engineering design for the Proposed Development.

The location, layout and design of Public Rights of Way (PRoW) diversions and new cycle path connections have been discussed and agreed with the IACC PRoW Officer and Sustrans.

A sustainable drainage design, including measures to minimise flood risk, have been developed with the agreement of IACC Drainage engineers and the advice of NRW, particularly the function and capacity of the attenuation ponds in Section 2 of the Proposed Development and the general drainage arrangement at the rear of Bryn Tirion Terrace in Section 4.

Elements of the Landscape and Visual Impact Assessment and the landscape design, including planting specifications and replacement boundary features, have been informed by discussions with the IACC and NRW. The Local Planning Authority are now satisfied that the issues raised following the initial consultation have been sufficiently addressed such that the sum total of benefits associated with the proposal in terms of landscape are clearly sufficient to outweigh the likely short term impacts.

Policy PS4 of the JLDP states that the Council will support improvements that maximise accessibility for all modes of transport and that this will be achieved by, inter alia, securing convenient access via footways and cycle infrastructure.

The design of the proposed development incorporates the inclusion of facilities to ensure continued accessibility to existing footways and cycle routes. The proposal has incorporated improved access to PRoWs, new crossing locations and sections of surfaced cycle ways as part of the works to connect existing cycle routes that cross the A5025.

This aspect of the proposal is testament to the proposed works accounting for the PPW Edition 10 and the guidance in TAN 18 and TAN 16 which promotes walking, cycling and the use of the PRoW network, thus constituting sustainable development.

Are there any specific environmental or technical constraints that would prevent the development of the highway taking place?

Key issues which were identified are as follows:

Drainage

As part of the development submission the applicant produced a Flood Consequences Assessment which describes the requirements of the drainage design and how these have been assessed. The outcome of the assessment highlighted that in Section 2, 4, 6 and 8 of the proposal there was some risk of fluvial

flooding at river crossings. In Section 2 there are additional fluvial flood risks associated with the crossing of the Afon Alaw floodplain.

The design of drainage has addressed the minor increase in impermeable areas associated to the proposed road widening. The principle of the new infrastructure has been developed to match the existing system, installing new drainage components as required.

In order to manage the risk of flooding, attenuation ponds have been incorporated in Section 2 as well as formal drainage being installed along the roadside where there are none at present. Filter drains have also been incorporated into the design to meet Sustainable Drainage Systems requirements. The applicant has demonstrated that no formal drainage system is necessary for the Temporary Construction Compound, except to prevent over-land flow of any sediment contaminated run-off into adjacent watercourses during intense periods of rainfall.

Following the receipt of additional information from the applicant it was confirmed that the NRW's Flood Risk concerns have subsequently been addressed by way of a Flood Consequences Assessment Technical Note (13th April, 2018) which was prepared in response to the NRW's original concerns. These concerns related to the positioning of a balancing pond in a flood zone.

The additional assessment work undertaken and contained in the submitted note was considered acceptable in addressing any flood risk concerns associated with two new balancing ponds at chainage 300.00 and 700.00 within Section 2 on the approach from Valley to Llanyghenedl.

It is acknowledged that there are additional queries outstanding which have been raised by the Authority's own Technical Services Department which relate to clarification relating to connectivity of the new road gulley and drainage network at chainage 900.00 and the percolation value of the ground in the vicinity of soakaway intended to serve the parking area at Bryn Tirion Terrace within section 4. In the event that these details are not presented to the Authority for consideration prior to the determination of the application it is considered that a suitably framed condition would be appropriate to deal with the matter.

Ecology

In line with Strategic Policy PS 16 and 19 of the JLDP which states that planning authorities should ensure that appropriate regard is given to the relative significance of international, national and local designations in considering the weight to be attached to acknowledged interests, ensuring that international or national responsibilities and obligations are fully met in accordance with National Policy, when determining applications.

The construction of the highway works has the potential to impact on ecological features through loss of habitat through activities such as site clearance, earthworks and excavation, landscaping and the establishment of the Temporary Construction Compound. To ensure that ecological impacts are adequately recorded and addressed the applicant will be required to conduct pre- construction ecological surveys.

The applicant has implemented the following embedded measures within the design of the development to minimise the potential impacts on ecology:

1. Translocation of hedgerows and reuse of stone walling pertinent to each Section.
2. Application of a 10m buffer around watercourses to avoid potential hydrological connectivity with the development.
3. Limitation of the clearance of suitable bird nesting habitat outside of the bird breeding season where possible and supervision in instances where the main breeding season cannot be avoided.

In addition to the above, the applicant also proposes, where possible, to enhance and maintain natural habitats as detailed in the Design Approach and Landscape Strategy (para 2.2.2).

Furthermore, the applicant has also agreed to the imposition of suitably framed planning conditions relating to the appointment of an Ecological Clerk of Works who would be responsible for the preparation and submission of protected species licence applications as well as the CEMP's and implementing improvements in accordance with the approved DALs in response to an appropriate planning condition attached to any grant of planning permission.

Highways

The applicant and IACC Highways Major Projects Team have jointly developed the engineering design for the Proposed Development.

The proposed development has been subject to a process of design evolution informed by public consultation, stakeholder engagement and the iterative environmental assessment. These processes have helped to develop the scope of the A5025 On-line Highway works, the approach to construction, and the refinement of designs to reduce, where practicable, their potential environmental effects.

Area of Outstanding Natural Beauty (AONB)

It is acknowledged that a section of new highway verge traverses within the boundary of the AONB (Section 2). However, the Local Planning Authority is satisfied that the mitigation measures incorporated are sufficient to offset any negative landscape and visual impacts.

The proposals in the area entail the removal of two sections of existing rendered stone wall (along the boundary of the AONB) and their replacement with a new stone wall to the rear of a widened roadside verge which will extend into the AONB and is required to provide better visibility around an existing residential access. The provision of the new stone wall in place of the existing rendered stone wall along this highway boundary is considered to be an enhancement which reflects the fact that the new boundary is within the AONB. These proposals offer benefits to landscape character and amenity both within and adjacent to the AONB.

With respect to measures of landscape component 'loss and replacement' it can also be confirmed that the implementation of the development will, upon completion, result in an overall net gain in terms of replacement meterage for stone walls, cloddiau trees and hedgerows.

What are the impacts on residential amenity?

A development of this scale and nature will inevitably cause some disruption to the amenity of local residents. As demonstrated below the applicant has incorporated measures to ensure that such impacts are mitigated, and where possible resolved.

PPW Edition 10 states that when determining applications relating to transport, accessibility by a range of different transport modes should be taken into consideration. The applicant has demonstrated that the proposal has incorporated sections of surfaced cycle paths to connect the existing cycle routes that cross the A5025.

In accordance with Strategic Policy PS4 in the JLDP, the applicant has prepared the proposal to take into account the possible impact on pedestrian and vehicular traffic matters, PRoWs, cycling and accessibility of vehicle access. As far as possible the applicant has limited the effects on PRoWs and NCNs and through the CoCP has set out the measures to manage footpath closures and limited the adverse impacts as far as practicable.

To ensure that concerns and queries of the resident communities living in close proximity to the development works are addressed, the applicant states that in line with the CoCP, there will be a dedicated Welsh speaking Community Liaison Officer for the A5025 On-line highway works. This individual will have knowledge regarding the construction and be best placed to address community queries and concerns.

What are the transport implications on the highway network during the construction?

It is anticipated that, as a result of the proposed Works, there will be implications upon the existing transport network during the construction phase of the A5025 On-line Highway Works.

As stated in the Code of Construction Practice submitted as part of the original application, the applicant intends to deliver a series of improvements of the A5025 between Valley and the proposed Power Station Access Road Junction as part of its wider transport strategy, these include:

- Upgrade the route, both in terms of standard of construction and road geometry, such that it can support increased levels of traffic, and improve safety and accessibility;
- Ensure that all relevant abnormal loads can pass along the full length of the A0525;
- Reduce any potential increase in road accidental risk;
- Reduce any adverse impacts on local communities;
- Reduce any adverse impact on the environment; and
- Seek opportunities where possible to achieve improvements for local communities and the environment through road design measures.

The implementation of the Works will largely be within the existing highway boundary and include:

- Improvement of the existing pavement through the application of a surface dressing through Section 1, 3, 5 and 7;
- Reconstruction and localised widening of the existing pavement through Sections 2, 4, 6 and 8;
- Modifications and improvements to existing signage and road markings through Sections 1- 8; and
- The construction of a Temporary Construction Compound (incorporating a temporary pavement recycling facility) within Section 7, immediately adjacent to the A5025.

The Works will be undertaken by an appointed contractor who will be subject to the conditions set out within the CoCP and CEMP.

In addition to the above, the contractor will be required to adopt and develop a CTMP for each phase of the proposed development and will agree the CTMP with IACC.

As stated within the CoCP, in order to manage the impacts of HGV traffic on existing flows, the CTMP will identify a delivery window for construction materials on the A5025. The delivery window is proposed to run from 07:00 to 19:00, Monday to Friday, with restrictions during school start and end times. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited.

Within the Traffic and Transport Management Strategy the applicant proposes a number of mitigation proposals which seek to minimise disruption to the existing transport network during construction.

Whilst it is recognised that there will be some inevitable disruption as a result of the proposed development, the scale and duration of the works are not expected to present significant in- combination effects upon sensitive receptors, including residents and businesses. As agreed in response to previous consultation exercises the intention is to undertake the highway reconstruction works simultaneously within all four construction areas in sections 2, 4, 6 and 8 to reduce the overall duration of the works and impacts on traffic and associated environmental effects. The effects of the construction process will be monitored and managed by the appointed contractor, with regular liaison with local communities impacted by the works to ensure any issues arising are addressed efficiently.

Will there be a change in landscape and visual amenity value as a result of the proposed works?

While efforts have been made to ensure a minimum impact on the landscape and the visual amenity of boundary treatments, it is inevitable that such works will have some impact on the character and appearance of the landscape.

As outlined in the design approach and landscape strategy that accompanies the application, site clearance is required as part of the widening works for the proposal. Where possible, the applicant intends to retain many of the existing roadside boundary features as these are part of the character of the landscape and also provide valuable wildlife habitat.

However, in some locations, where the road is to be widened or to achieve visibility splays, the works would involve the removal of existing boundary features such as cloddiau, stone walls, hedgerows and fences, and the loss of grass verges and other areas of vegetation.

Therefore, where it is not possible to retain boundary features, these would be either translocated (i.e. dug up and replanted in the new location) or replaced. Where replacement is necessary, the applicant has agreed with landowners that these boundary features would be replaced on a like-for-like basis.

The design of the replacement boundary treatments has been influenced by the surrounding landscape character, in particular the proposed species mixes of each type of planting, the seeding areas and the types of boundary features, such as stone walls and cloddiau.

The proposal for grass verges along the route would be to establish amenity grassland, similar to the existing highway verges and, in some locations, species rich grasslands. All plants and seed mixes would be of regional (North Wales) provenance.

The proposed landscape strategy states that the detailed design and implementation and specific maintenance specification would be a requirement of the contractual agreement with the contractor implementing the scheme. The contractor would thus be responsible for the implementation of the planting and seeding works and the construction of fences, walls and cloddiau, plus the 5 years' maintenance.

At the end of the 5-year maintenance period, handover of the maintenance to IACC would take place. Therefore, the long term maintenance of the landscape strategy, post the contractor maintenance period of 5 years, would be undertaken by the Isle of Anglesey County Council as per the agreement between the applicant and IACC Highways Department.

National and local planning policy requires that new development should be sustainable, demonstrate high quality design, take into account the local context and minimise adverse effects on the natural environment. Additionally, the AONB Management Plan Review 2015 - 2020 requires that development within 2km of the AONB adopts the highest standard of design and ensures the special qualities of the AONB are enhanced. It further sets out that new highway improvements take into account the rural setting of the road.

The applicant states that the landscape character, including within the AONB, has been taken into account in the design-development process. With this in mind the aim has been to embed mitigation measures into the design of the proposed development to improve integration into the receiving landscape and address adverse effects on the natural environment. Special qualities within the AONB have also been considered as part of the mitigation, in order to maintain the current conditions, with a single carriageway in a rural landscape, with hedge, tree, cloddiau, stone and fence boundaries to the adjacent agricultural fields. Key views and visual receptors have been taken into account to minimise visual impacts.

The implementation of the landscape strategy as part of the Online Works would also contribute to the Anglesey Biodiversity Action Plan's objectives for ancient hedgerows, ponds, flower rich road verges, water vole, otter and great crested newts.

In some locations where the visibility splay does not meet the necessary highway requirements, like-for-like replacement of existing vegetation may not be possible. The applicant proposes to replace the vegetation with as close a match to the original as possible. It is also proposed that some hedgerows which are proposed for removal will be translocated.

Approximately 3km of hedgerows would be removed and replaced during site clearance. This can be broken down by section as follows: 0.9km in Section 2; 1.6km in Section 4; 0.3km in Section 6; and 0.2km in Section 8. Of the hedgerows identified in each section above, approximately 0.5km are considered important hedgerow from an ecological perspective which meet the criteria within the Hedgerows Regulations 1997. Although minimal in length, the applicant has proposed mitigation for this loss by translocating these hedges where feasible or improving the overall species diversity of all replacement hedgerows which will provide a long term benefit. On balance, this compensation would result in neutral impact.

It is proposed that native planting of regional provenance will be provided in conjunction with the two attenuation ponds proposed for Section 2 (North of Valley). This will help integrate into the existing landscape and filter views. The proposed planting would be in keeping with local landscape character.

The applicant proposes a period of landscape maintenance after the construction of the proposal which includes monitoring by the appointed contractor's landscape manager. This will ensure successful establishment of seeding and planting. At the end of the maintenance period, handover of the maintenance to IACC would take place as per the agreement of the contract.

Conclusion

The application falls to be determined in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004; that is, it is to be determined in accordance with development plan policies unless material considerations indicate otherwise.

In this respect it is considered that National Policy Statements provide a framework that can be used to support the development and that other up to date development plan policies and local guidance notes also provide a similarly supportive context.

It can also be confirmed that there are no technical or environmental reasons that would prevent the highway improvements from being implemented. Furthermore, it is considered that the development constitutes 'sustainable development'.

On balance, it is considered that the development, subject to suitable mitigation measures, will make a positive contribution in helping to develop the economy without causing irreparable harm to the environment or the local community. The proposal will:

- Facilitate Low Carbon Energy Generation sooner than would otherwise be possible.
- Facilitate the delivery of economic benefits in the area and wider region.
- Ensure a less intensive main construction phase for any future nuclear development thus reducing the impacts on the amenities of local residents.
- Result in an improvement to an extensive section of the highway addressing safety concerns and surface conditions, providing a new carriageway pavement with a design life of approximately 20 years and an important legacy for future generations.

It is believed that the information provided with the application, the views and comments received from consultees (and interested parties) together with the other material considerations discussed above provides a persuasive and compelling argument that on the facts of this particular case the development ought to be supported.

The recommendation considers the duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WCFG Act). The recommendation takes into account the ways of working set out at section 5 of the WCFG Act and it is considered that this decision is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WCFG Act.

Recommendation

General Conditions

(01) Time Limit - Commencement of Development

The Development and works hereby permitted shall be commenced before the expiration of three years from the date of the original expiration (being the 13th July 2023).

Reason: In accordance with Section 91(1)(b) of the Town and Country Planning Act 1990.

(02) Pre-commencement

Environmental Management- Prior to the commencement of works on site a detailed Code of Construction Practice (CoCP) shall be submitted to and approved by the local planning authority, in consultation with Natural Resources Wales. Implementation shall accord with the provisions of the approved scheme.

Protected Sites- Prior to the commencement of works on site a Bio-Security Risk Assessment/Management Plan shall be submitted to and approved by the local planning, in consultation with Natural Resources Wales. Implementation shall accord with the provisions of the approved scheme.

Protected Species- Prior to the commencement of works on site an Ecological Compliance Audit Scheme shall be submitted to and approved by the local planning authority. Implementation shall accord with the provisions of the approved scheme.

Protected Species- Prior to the commencement of works on site detailed Great Crested Newt (GCN) mitigation measures shall be submitted to the local planning authority in consultation with the Natural Resources Wales. Implementation shall accord with the provisions of the approved scheme.

Protected Species- Prior to the commencement of works on site, detailed otter mitigation measures, including Reasonable Avoidance Measures, shall be submitted to and approved by the local planning authority in consultation with Natural resources Wales. Implementation shall accord with the provisions of the approved scheme.

Protected Species- Prior to the commencement of works on site detailed water vole mitigation/compensation measures, to include post construction management and surveillance shall be submitted to and approved by the local planning authority in consultation with Natural Resources Wales. Implementation shall accord with the provisions of the approved scheme.

Migratory Fish- Prior to the commencement of works on site detailed measures to avoid impacts with migratory fish shall be submitted to and approved by the local planning authority, in consultation with Natural resources Wales. Implementation shall accord with the provisions of the approved scheme.

Reasons- To prevent disturbance and damage to designated sites and to prevent offences under protected and controlled species legislation and nature conservation policy and guidance.

(03) Approved Drawings / Documents

The Development and works hereby permitted shall be carried out in accordance with the approved drawings and documents.

Reason: To ensure that all works are properly implemented and retained.

Construction Management

(04) Construction and Environmental Management Plan

No development shall commence until a Construction and Environmental Management Plan (CEMP) has been prepared in accordance with the principles set out in the Code of Construction Practice, and submitted to and approved in writing by the Local Planning Authority, in consultation with NRW and other stakeholders. The CEMP will incorporate the following elements:

- a) **General Site Management Strategy**, which shall include details of the proposed construction works to be carried out to implement the Proposed Development; working hours and delivery windows; site layout of all compounds and construction areas; temporary site lighting; and construction site security measures; site clearance on completion of activities.
- b) **Construction Traffic Management Plan (CTMP)** for each phase of the development, which shall include Temporary Traffic Management (TTM) procedures; details of the construction traffic and Heavy Goods' Vehicle route; working hours and delivery windows; and the appointment of a Traffic Safety Control Officer (see condition 4).
- c) **Public Access Management Strategy**, which shall provide details of the management of Public Rights of Way (PRoW), Private Means of Access (PMAs) and cycle routes, including their access during the construction period. The Strategy shall include details of any necessary closures and/or diversions of PRoWs, to be obtained by means of Temporary Traffic Regulation Orders under the Road Traffic Regulations Act 1984.
- d) **Dust and Air Quality Management Plan**, which shall provide details of the dust control measures to be adopted during the construction process, the dust and air quality monitoring system, monitoring locations and appropriate alert thresholds.
- e) **Noise and Vibration Management Plan**, which shall provide details of the noise and vibration control measures to be adopted during the construction process, the noise and vibration monitoring system, monitoring locations and appropriate alert thresholds.
- f) **Materials Management Plan (MMP)**, which shall provide details of measures and standards of works required to be followed throughout the construction process. The appointed contractor will ensure an appropriately qualified person is employed to review, approve and verify materials management.
- g) **Site Waste Management Plan (SWMP)**, to ensure site waste is described accurately and managed appropriately. The SWMP shall include the most appropriate management route for each type of site waste, available capacity (permitted or exempt), details of compliant waste carriers and waste management companies, their capacities and proximity to the project, provision of an accurate description of any hazardous waste, maintenance of waste transfer or waste consignment records and monthly reporting to IACC.
- h) **Site Drainage** details for compounds, materials/equipment storage areas, construction areas and access tracks, which shall provide details of sustainable methods utilised for discharges including site drainage, surface runoff and dewatering discharges.
- i) **Water Management Strategy**, which shall provide details of working methods to protect surface water and groundwater from pollution and other impacts, including changes to flow, flood storage volume, water levels and water quality.

- j) **Biosecurity Risk Assessment, Method Statement and Management Plan**, which shall provide details of how Invasive Non- Native Species will be identified and eradicated from within the Site and immediate surroundings.
- k) **Ecology and Landscape Strategy**, which shall include details of pre-construction surveys and measures to ensure that ecological survey data is up to date; measures to obtain and comply with the requirements of any protected species licences; and details of the management of landscape features and landscape planting to align with the approaches presented in the Design Approach and Landscape Strategy.
- l) **Welsh Language and Culture Protocol**, which shall provide details of how the relevant Welsh Language Standards Regulations will be incorporated into the construction process, including communication with the public.
- m) **Details of the Temporary Construction Compound**, which shall include information on ground levels and the proposed layout to include drainage and means of vehicular access to the site.
- n) **Details of the Phases and Phasing of the Development**
- o) **Lighting Strategy**, which shall include information with respect to the type of lighting to be provided, baffles, cowls and directional requirements to avoid sensitive locations such as watercourses, hedgerows or buildings. The lighting specification should detail the mechanism to ensure that lighting is switched off when not required for all working areas during the operational phase which would include the temporary construction compounds, set down zones and material processing areas.
- p) **Soil Management**, which shall include a strategy for the transportation, handling, spreading, storage of topsoil and subsoil and information relating to the use of low fertility soils in locations identified for species rich grassland
- q) **Construction Details**, which shall include details for mortared and drystone walls, cloddiau, post and wire fences and gates.

The development hereby permitted shall be undertaken in accordance with the CEMP approved by the Local Planning Authority under this condition.

The CEMP will be updated as and when required to ensure the methods used reflect the changing needs of the works during construction and, for example, any relevant updates to industry guidance or legislation, or as a result of preconstruction. Any updates to the CEMP shall be submitted to and approved in writing by the Local Planning Authority before they take effect.

Reasons:

To prevent pollution to the land and/or water environment, protect the amenities of local residents and occupiers and to safeguard the natural environment within the Site and its surroundings.

To safeguard the amenities of local residents and occupiers and to safeguard the natural environment within the Site and its surroundings.

To safeguard and mitigate the impacts on a protected species and to avoid offences under the Conservation of Habitats and Species Regulations 2010 (as amended).

In the interests of road safety and amenity of transport and to minimise the impacts of the Development on the highway network.

(05) Traffic Safety Control Officer

No works shall commence until a Traffic Safety Control Officer (TSCO) has been appointed. The TSCO shall manage the effective, efficient and safe movement of vehicles throughout the construction process and ensure that these are carried out in accordance with the Construction Environmental Management Plan and any other plan approved under this permission.

Reason: In the interests of road safety, the amenity of road users and to minimise the impacts of the Development on the highway network.

(06) Ecological Clerk of Works

No works shall commence until an Ecological Clerk of Works (ECoW) has been appointed to manage the supervision of site clearance and construction activities during the development to ensure that these are carried out in accordance with the Construction Environmental Management Plan and any other plan approved under this permission.

Reason: To prevent disturbance and damage to designated sites and to prevent offences under protected and controlled species legislation and nature conservation policy and guidance.

(07) Community Liaison Officer

No works shall commence until a Community Liaison Officer has been appointed to liaise and communicate with the public during the construction process. The Public Liaison Officer must be a Welsh speaker (bilingual).

Reason: To notify occupiers of nearby properties in advance of works taking place and to provide information to the public about the works to be carried out, including the timing and duration of the works.

Hours of Working

(08) Working Hours

No development, works or construction activity, (including Maintenance and Security) other than emergency works: shall take place outside the hours set out below without prior approval from the Local Planning Authority

Time of week	Construction staff		Office staff (Temporary Construction Compound)
	Summer shift	Winter shift	
Weekday	07:00-19:00	08:00-16:00	09:00-17:00
Saturday	07:00-13:00	08:00-13:00	Not applicable

There shall be no working outside of these hours, or at all on Sundays and public holidays.

Reason: To safeguard the amenity of local residents and occupiers.

(09) Delivery Hours

No deliveries shall arrive, be received or dispatched from the site outside the hours of 07.00 to 19.00 Monday to Friday and 07.00 to 13.00 on Saturdays and there shall be no deliveries outside these times or at all on Sundays or Bank Holidays unless otherwise agreed in writing in with the Local Planning Authority or unless the applicant has demonstrated to the satisfaction of the Local Planning Authority that there are exceptional circumstances (i.e. emergency works).

Reason: To safeguard the amenities of local residents and occupiers.

(10) School arrival and departure times

No traffic movements associated with the development are to be undertaken on school arrival and departure routes, to include workers arriving or departing from sites, construction traffic routes and deliveries, during the hours of 08:00 to 09:00 and 15:00 to 16:00 on weekdays, unless otherwise agreed with the Local Planning Authority.

Reason: In the interests of Public Protection and highway safety.

Nature Conservation

(11) Ecological Pre-construction Surveys

No works on any Phase of the development hereby permitted shall commence until ecological pre- construction surveys (including surveying for protected species) of that Phase have been undertaken and the results of such surveys have been submitted to the Local Planning Authority and NRW for information.

Reason: To safeguard protected species.

(12) Protected Species Scheme

No works shall commence until a scheme to minimise or prevent the incidental capture or killing of European species has been submitted for the approval of the Local Planning Authority. The development hereby permitted shall be undertaken in accordance with the Protected Species Scheme approved by the Local Planning Authority under this condition.

Reason: To safeguard Protected Species.

(13) Hedgerow Translocation Method Statement

No works in areas identified for hedgerow translocation shall commence until a detailed method statement for the translocation of hedgerows has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be undertaken in accordance with the Hedgerow Translocation Method Statement approved by the Local Planning Authority under this condition.

Reason: To safeguard and mitigate the impacts on hedgerows.

Landscape Assessment, Mitigation and Management

(14) Assessment of boundary features

No development shall take place until a general scope of the survey and assessment of boundary features to be affected by the construction works in locations where sections of existing footpaths are to be affected by the development has been submitted to and approved by the Local Planning Authority. The agreed scope of the survey and assessment shall be implemented prior to the removal of relevant boundary features.

Reasons: To safeguard and mitigate the impacts on visual amenity and landscape character.

(15) Landscape Maintenance Plan

Within 6 months of the date of the implementation of the development a 5-year Maintenance Plan shall be submitted for approval by the Local Planning Authority. The development hereby permitted shall be undertaken in accordance with the approved Maintenance Plan.

Reason: To safeguard and mitigate the impacts on visual amenity and landscape character.

Cultural Heritage

(16) Archaeological Watching Brief

No ground disturbance works shall commence on any Phase until a specification for the locations and methodology of Watching Brief in respect of archaeology has been submitted to and approved in writing by the Local Planning Authority. All subsequent archaeological work shall be completed in accordance with the approved Watching Brief.

Reason: To ensure that features of archaeological or architectural importance are recorded before their destruction.

(17) A detailed report on the archaeological work and findings, as required by condition 15, shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the archaeological fieldwork or completion of the development, whichever is the sooner.

Reason: To allow for the recording of any archaeological remains which may be present on site.

Drainage

(18) Surface Water Drainage Scheme

Prior to the commencement of works the applicant will be required to provide outstanding drainage details for the assessment and written approval of the Local Planning Authority, including:

- **Additional supporting details confirming the viability of the drainage network aspects in the Flood Consequences Assessment.**
- **Soakaway design and construction details.**
- **Design and construction details for the proposed extensions to existing culverts required to accommodate the highway works (to be discussed with the Local Lead Flood Authority (LLFA) prior to submission to the Local Planning Authority for their assessment and written approval).**
- **Confirm ground water levels, to inform the final design for the pond construction in Section 2 through further investigation work.**
- **Finalised shapes and depths of each attenuation pond, confirming their position and invert levels of the outfall structure into adjacent watercourses in Section 2 through topographical survey information.**
- **Detail of porosity tests and subsequent additional filter strips dependent on the success of the tests in Section 2.**
- **Design and construction detail for the surface water drainage system serving the new access/parking area for the properties at Bryn Tirion Terrace in Section 4.**
- **Confirm assumptions made as part of the proposed designs in Section 8.**
- **Confirmation of alternative options available should the submitted proposals not be viable.**
- **Assessment of the existing condition of all outfalls and existing drainage apparatus.**

Reason: To ensure that the proposed drainage details are satisfactory.

Additional Highway provisions

(19) Highway signage and road markings

Prior to the completion of the construction works, a scheme detailing the appropriate signage and road markings on the approaches to cycle and pedestrian crossing points shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be undertaken in accordance with the scheme for signage and road markings approved by the Local Planning Authority under this condition.

Reason: In the interests of highway safety.

(20) Construction Traffic Management Plans

The developer will be required to submit a full comprehensive and robust Construction Traffic Management Plan (CTMP) for each phase/section for approval before any works commence which detail the following:-

- i. The parking of vehicles for site operatives and visitors**
- ii. The loading and unloading of plant and materials**
- iii. Storage of plant and materials used for the work**
- iv. Wheel washing facilities**
- v. Hours and days of operation and the management and operation of construction and delivery vehicles**
- vi. The timings of construction traffic movements along the A5025**

Reason: In the interest of highway safety

(21) Prior to the commencement of any works, the developer shall submit for approval a Traffic Management Plan for both the construction and operational phase of the temporary construction compound. The plan(s) shall identify suitable safety measures required to mitigate the increased volume of HGV traffic.

Reason: In the interest of highway safety

(22) Bilingual highway signage

All temporary construction signage and permanent highway signage installed as part of the development shall be provided in Welsh and English.

Reason: For the avoidance of doubt.

(23) No access to Valley Cemetery

The appointed contractor will not be permitted to use or obstruct the vehicular access to Valley Cemetery at any stage during the construction process, or use any facilities within the cemetery including the water supply.

Reason: In the interests of the amenity of Valley Cemetery and highway safety.

Contaminated Land

(24) Contaminated Land Verification Report

Following completion of the A5025 On-line Highway Improvements a Contaminated Land Verification Report shall be submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interest of Public Protection and to ensure protection of identified sensitive environmental receptors.

Monitoring

(25) The Local Planning Authority will require prior notification of the appointment of a qualified Traffic Safety Control Officer, Ecological Clerk of Works, and Community Liaison Officer.

Reason: To assist with monitoring of works.

(26) The Local Planning Authority will require immediate notification, including details, of any instances of local people being displaced as part of the works.

Reason: To protect the interests of local work places and residents.

Informatives

1. All tree works required in connection with this planning permission shall be undertaken in accordance with "BS 3998:2010 Tree Work - Recommendations" (December 2010). All works undertaken shall where required have a licence issued by the relevant licensing body pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 (as amended) (or any Regulations revoking or re-enacting these Regulations) authorising the specified activity/development to go ahead.
2. Adoption of the Section 61 Prior Consent agreements made under the Control of Pollution Act 1974 application process between Horizon and IACC, must afford protection and mitigation for residents and communities bordering the site boundaries. The appointed contractor will be responsible for the preparation and submission of Section 61 Prior Consent application(s) to the IACC for approval.
3. The appointed contractor shall introduce any Temporary Traffic Regulation Orders (TTRO) during construction as necessary, in liaison with IACC (and submit the relevant applications to IACC for approval). The TTROs would cease upon the highway becoming fully operational.
4. The Highways Authority will be utilising Section 59 of the Highways Act 1980 "Recovery of expenses due to extraordinary traffic", to recover compensation for any damage done to the public highway as a consequence of these works.
5. The applicant is advised to apply in writing to the Head of Service for Highways, Waste and Property, Isle of Anglesey County Council, for the necessary consent to temporarily store material on the public highway, as required under Section 171 of the Highways Act 1980.
6. A joint inspection of all laybys will be required between the IACC and Horizon to determine suitability of the existing road surface and agree the extent and specification of resurfacing works required.
7. There are public footpaths and cycle paths that cross the application site. Any diversion, stopping up or amendment would require permission under separate legislation or other provisions and is not granted by this planning permission.
8. This decision notice relates solely to the Town and Country Planning Act 1990 (as amended) and does not purport to grant any approval, which may be required under separate European or UK legislation in relation to protected species. Under the Wildlife & Countryside Act 1981 (as amended) and the Conservation (Natural Habitats &c) Regulations 1994 all nesting birds are protected and the act prohibits disturbance to the birds while they are nesting during the breeding season 1 March - 30 September.

9. This decision notice relates solely to the Town and Country Planning Act 1990 (as amended) and does not purport to grant any approval, which may be required under separate European or UK legislation in relation to protected species. Under the Wildlife & Countryside Act 1981 (as amended) and the Conservation (Natural Habitats &c) Regulations 1994, it is an offence to disturb a bat in its place of shelter, to kill or injure a bat or to damage, destroy or prevent access to its roosting site, whether or not the roost is occupied at the time. If evidence of use by bats is found a licence may be required from the relevant regulatory authority.
10. Wales & West Utilities (WWU) has confirmed that there is an intermediate / high pressure gas main (1050mm diameter), reference HN052 / 01050 (R0390), in proximity to the proposed A5025 On-line Highway Improvements at Valley. WWU has advised that no excavations are to take place above or within 10m of the confirmed position of these mains without prior consultation with WWU. WWU has advised that the contractor would require risk assessment approval before any works commence over the pipeline and a plant protection officer on site at all times whilst working near the pipe, adhering to WWU's specification WW/SP/SSW/22: Safe Working in the Vicinity of Pipelines and Association Installations Operating Above 2 Barg - For Third Parties, June 2013.
11. Safe digging practices, in accordance with HS(G)47 must be used to verify and establish the presence of mains, pipes, services and other apparatus on site before a mechanical plant is used.
12. Any culvert piping of any land drainage ditch or watercourse will require the approval of the Environment Agency under section 23 of the Land Drainage Act 1981.
13. Where the proposed drainage systems involve the installation of new outfall structures, diversions or culvert extensions to an ordinary watercourse, consent for these works will be required from the Lead Local Flood Authority, under Section 23 of the Land Drainage Act 1991.
14. Should any amendments be required to the existing outfall structure into the main river in Section 4, the application may require consent for the works from Natural Resources Wales.
15. Surface water run-off from the roadway should be managed to the equivalent greenfield rate, with sufficient on-site attenuation being provided to comply with the requirements of TAN15 AT Section 4 serving the residential properties at Bryn Tirion Terrace.
16. The proposed development site is crossed by 150mm and 70mm foul rising mains, together with 150mm and 375mm gravity sewers (approximate position marked on Statutory Public Sewer Record). Under Section 159 of the Water Industry Act 1991, Dwr Cymru Welsh Water has rights of access to its apparatus at all times, and as such would require an easement of 3m either side of the centreline of these pipes. Should the proposed development be located within the protection zones of the sewer crossings, there would be a requirement to divert the public sewers, which can be applied for under Section 185 of the Water Industry Act 1991.
17. The applicant is also advised that some public sewers and lateral drains may not be recorded on Dwr Cymru Welsh Water maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.
18. The proposed development is crossed by a trunk and/or distribution watermain (DCWW has provided a list and location plan). Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access their apparatus at all times. It may be possible for watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must adhere to DCCW's Conditions for Development near Watermain(s) and consult DCWW before any development commences on site.
19. The construction works will be carried out in accordance with the procedures and specifications required by Dwr Cymru Welsh Water, as follows:
 - No structure to be sited within a minimum distance of 3m from centre line of Distribution Watermain and 6m from centre line of Trunk Watermain.

- Adequate precautions are to be taken to ensure the protection of the water main during the course of site development.
- If heavy earthmoving machinery is to be employed, then the routes to be used in moving plant around the site should be clearly indicated. Suitable ramps or other protection will need to be provided to protect the water main from heavy plant.
- The water main is to be kept free from all temporary buildings, building material and spoil heaps etc.
- The existing ground cover on the water main should not be increased or decreased.
- All chambers, covers, marker posts etc. are to be preserved in their present position.
- Access to DCWW's apparatus must be maintained at all times for inspection and maintenance purposes and must not be restricted in any way as a result of the development.

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.

ATODIAD A: HANES CYNLLUNIO / APPENDIX A: PLANNING HISTORY

Rhif /No	Cyfeirnod y Cais / Application Ref	Cynnig / Proposal	Lleoliad / Location	Dilyswyd / Validated	Penderfyniad / Determination
1	27C112/LB	Caniatad Adeilad Rhestredig ar gyfer gosod system gwres canolog yn / Listed Building Consent for the installation of a central heating system at	Bryn Glas, Llanfachraeth	20170727	Wedi'i ganiatau gydag amodau / Granted with conditions 07/11/17
2	27C104C	Cais llawn ar gyfer gosod 2 paced trin carthffosiaeth yn / Full application for the installation of 2 package treatment plants at	Bytheicws, Llanfachraeth	20170620	Wedi'i ganiatau gydag amodau / Granted with conditions 15/08/17
3	38C310D/CONS	Ymgynghoriad mwynau a gwastraff yn ymwneud gyda datblygiadau cysylltiedig oddi ar y safle mewn perthynas a'r bwriad / Minerals and waste consultation in respect of the off-site associated developments in respect of	Wylfa Newydd, Cemaes	20160426	Ddim yn y system / Not in system
4	38C310D/CONS	Ymgynghoriad mwynau a gwastraff yn ymwneud gyda datblygiadau cysylltiedig oddi ar y safle mewn perthynas a'r bwriad / Minerals and waste consultation in respect of the off-site associated developments in respect of	Wylfa Newydd, Cemaes	20160426	Ddim yn y system / Not in system
5	18C114	Cais llawn ar gyfer codi anecs yn/Full application for an erection of an annexe	Tyn yr Odyn Llanfechell LL68 0SW	20180213	Ddim yn y system / Not in system
6	29C143	Cais llawn ar gyfer newid yr adeilad allanol presennol i 3 annedd ynghyd a gosod system trin	Bytheicws, Llanfachraeth	20140903	Dim dyddiad yn y system / No date in system

		carthffosiaeth yn / Full application for the conversion of the outbuilding into 3 dwellings together with the installation of a sewerage treatment plant at			
7	27C104	Cais llawn ar gyfer newid yr adeilad allanol presennol i 3 annedd ynghyd a gosod system trin carthffosiaeth yn / Full application for the conversion of the outbuilding into 3 dwellings together with the installation of a sewerage treatment plant at	Bytheicws, Llanfachraeth	20140903	Wedi'i ganiatau gydag amodau / Granted with conditions 19/03/2015
8	27C104A	Cais llawn ar gyfer dymchwel yr estyniad presennol ynghyd ag addasu ac ehangu i greu fflat nain hunan-gynhaliol yn / Full application for the demolition of the existing extension together with alterations and extensions to create a self-contained granny flat at	Bytheicws, Llanfachraeth	27C104A	Wedi'i ganiatau gydag amodau / Granted with conditions 21/11/2014
9	20C300A	Cais i bennu a oes angen caniatad blaenorol ar gyfer dymchwel yr adeiladau allanol presennol yn / Application to determine whether prior approval is required for the demolition of existing outbuildings at	Ty Baner, Tregole	20140903	Datblygiad a ganiateir / Permitted development 18/09/2014
10	27C106/FR	Cais llawn ar gyfer gwaith archwilio'r ddaear fel y gellir gwneud gwelliannau i'r briffordd (A5025) mewn pedwar o leoliadau gwahanol: /	Cyffordd / Junction 3 A55 Y Fali / Valley, Llanfachraeth, Llanfaethlu a/and Cefn Coch	20150612	Wedi'i ganiatau gydag amodau / Granted with conditions 18/09/2015

		Full application for proposed ground investigation works for highway improvements (A5025) at four separate locations:			
11	27C106C/CONS	Ymgynghoriad cyhoeddus yng nghyswllt y gwelliannau arfaethedig i'r briffordd ar yr / Public consultation in respect of the proposed highway improvement on	A5025 Y Fali / Valley i / to Wylfa, Cemaes	20160516	Cyhoeddwyd ymateb / Response issued 26/05/2016
12	27C106D/SCR	Barn sgrinio am Welliannau Priffyrdd A5025 Ar-lein rhwng Y Fali a Cemaes /Screening opinion for A5025 On-line Highways Improvements between Valley and Cemaes	Ynys Mon / Anglesey	20160830	Dim angen Asesiad o'r Effaith Amgylcheddol / EIA not required 07/10/2016
13	20C94E/VAR	Cais o dan Adran 73 i dynnu amodau (07), (08) a (09) (Cod Cartrefi Cynaliadwy), ynghyd a newid amod (01) (amser cychwyn y datblygiad) i adael 3 mlynedd ychwanegol o caniatad cynllunio rhif 20C94D (addasu ag ehangu siop ynghyd a codi dau fflat) yn / Application under Section 37 to remove conditions (07), (08) and (09) (Sustainable Homes Code), and amend condition (01) (development start time) to allow an additional 3 years for planning permission 20C94D (adapt and extend shop and build 2 flats) in	Gorsaf Gwasanaetha u/Service Station, Tregele, Cemaes	20170118	Wedi'i ganiatau gydag amodau / Granted with conditions 10/03/2017
14	29LPA1008D/DIS /CC	Cais i ryddhau amod (05) (cynllun i	Ysgol Rhyd y Llan, Llanfaethlu,	20160706	Rhyddhau'r amod /

		weithredu a darparu trefn cyfyngu dwr) o ganiatad cynllunio 29LPA1008A/CC / Application to discharge condition (05) (provision and implementation of surface water limitations) from planning permission 29LPA1008A/CC	Caergybi, LL65 4PQ		Condition discharged
15	29LPA1008B/CC/DIS	Cais i ryddhau amodau (02) (03) (04) (dwr wyneb, dwr budr a dwr draenio), (05) (cynllun i ddarparu a gweithredu trefn cyfyngu dwr wyneb), (06) (Cynllun Rheoli Traffig), (07) (manylion am ddyluniad ac adeiladwaith troedffrydd cyhoeddus), (08) (cynllun ti / Application to discharge conditions (02) (03) (04) (surface water, foul water and drainage water), (05) (scheme to provide and implement a surface water limitation scheme), (06) (Traffic Management Scheme), (07) (design and construction details of public footways), (08) (landscaping scheme	Rhos Ty Mawr, Llanfaethlu	20160210	Rhyddhau'r amod / Condition discharged
16	29LPA1008C/CC/MIN	Man newidiadau i gynllun sydd wedi ei ganiatau yn flaenorol o dan caniatad cynllunio 29LPA1008A\CC er mwyn lleihau maint yr adeilad ar dir ger / Minor amendments to scheme previously	Rhos Ty Mawr, Llanfaethlu	20160215	Wedi'i ganiatau / Granted 14/03/2016

		approved under planning permission 29LPA1008A\CC as to decrease the sc			
17	29C12H	Cais llawn ar gyfer codi cytiau ci ar dir yn / Full application for the erection of standalone kennels on land at.	Bodowen, Lon Las, Llanrhuuddlad	20160621	Wedi'i ganiatau gydag amodau / Granted with conditions 15/12/2016
18	29LPA1008E/DIS/CC	Cais i ryddhau amod (10) (goleuni allanol) o ganiatad cynllunio 29LPA1008A/CC yn / Application to discharge condition (10) (external lighting) of planning permission 29LPA1008A/CC at	Ysgol Rhyd y Llan, Llanfaethlu	20161109	Ddim ar ffeil / Not on file
19	29LPA1008F/CC/VAR	Cais o dan Adran 73 i ddiwygio amod (10) o ganiatad cynllunio rhif 29LPA1008A/CC (codi ysgol gynradd newydd) er mwyn caniatau rhywfaint o oleuni i lifo o'r safle dros y ffiniau yn / Application under Section 73 for the variation of condition (10) of plan	Ysgol Rhyd y Llan, Llanfaethlu	20170111	Wedi'i ganiatau gydag amodau / Granted with conditions 03/03/2017
20	29LPA1008G/CC/SCR	Barn sgrinio ar gyfer yr ysgol gynradd a gafodd ei gymeradwyo o dan rhif cais 29LPA1008A/CC gyda newidiadau i amod (10) (goleini) yn / Screening opinion for the erection of a primary school approved under planning application 29LPA1008A/CC with amendmen	Ysgol Rhyd y Llan, Llanfaethlu	20170111	Dim angen Asesiad o'r Effaith Amgylcheddol / EIA not required 30/01/2017
21	20C257A	Cais llawn ar gyfer codi annedd ar dir yn / Full application for the erection of a dwelling on land at	Plot wrth / Plot Adjacent to Ty Baner Tregele	20170220	Wedi'i ganiatau gydag amodau / Granted with conditions 05/04/2017
22	38C310C/CONS	Ymgynghoriad cyhoeddus yng nghyswllt cynigion	Prosiect Wylfa Newydd Project, Cemaes	20160516	Cyhoeddwyd ymateb / Response

		paratoi a chlirio'r safle i'r / Public consultation or site preparation and clearance proposals for			issued 26/05/2016
23	38C310A/SCO	Barn sgopio ar gyfer cynigion paratoi a chlirio'r safle i'r / Scoping opinion for site preparation and clearance proposals for	Prosiect Wylfa Newydd Project, Cemaes	20160209	Wedi darparu SO / SO provided 27/04/2016
24	29LPA1008/CC/S CR	Barn sgrinio ar gyfer codi ysgol gynradd newydd ar dir gyferbyn a / Screening opinion for the erection of a new primary school on land opposite	Rhos Ty Mawr, Llanfaethlu	20141205	Ddim ar ffeil / Not on file
25	38C310F/EIA/EC ON	Gwaith paratoi a chlirio'r safle ar gyfer datblygu gorsaf bwer Wylfa Newydd, yn cynnwys y gweithgareddau canlynol: clirio'r safle (gan gynnwys clirio a rheoli llystyfiant, tynnu ffensys, waliau, giatau, ffiniau caeau, strwythurau presennol (gan gynnwys / Site clearance and preparation work to develop the Wylfa Newydd power station, including the following activities: site clearance (including clearing and managing vegetation, removal of fences, walls, gates, field boundaries, existing structures (including	Wylfa Newydd, Cemaes	20171116	Penderfyniad heb ei gyhoeddi eto / Determination not yet issued
26	29EL1529/E	Cais o dan Adran 37 o'r Ddeddf Trydan 1989 i uwchraddio'r linell 11Kv uwchben i un tair gwifren ynghyd a chodi polyn pren yn	Ysgol Rhyd Y Llan, Llanfaethlu	20170511	Wedi'i ganiatau / Granted

		/ Application under Section 37 of the Electricity Act 1989 to upgrade the existing 11Kv overhead line to a three phase and the			
27	27C106B/DIS	Cais i ryddhau amodau (03) cynllun tynnu gwaith a strwythurau atodol, (04) datganiadau dull a chynlluniau rheoli amgylcheddol, (05) archeolegydd a (07) lliniaru hanesyddol o ganiatad cynllunio 27C106/FR mewn lleoliadau gwahanol yn / Application to discharge conditions (03) removal schedule for ancillary works and structures, (04) method statements and environmental management plans, (05) archaeologist and (07) historic mitigation from planning permission 27C106/FR at several locations at	Y Fali / Valley, Llanfachraeth, Llanfaethlu & Cefn Coch	20151030	Wedi rhyddhau'r amodau / Conditions discharged 23/12/2015
28	49C324	Cais llawn i newid defnydd o cae amaethyddol i maes parcio preifat ynghyd a gwella mynedfa bresennol ar dir gyferbyn a / Full application for the change of use of an agricultural field into a private car park together with the improvement to the existin	Preswylfa, Y Fali / Valley		Wedi'i dynnu'n ol / Withdrawn
29	49C91D/ENF	Cais ol-weithredol ar gyfer addasu ag ehangu ynghyd a chadw pwll/ Retrospective application for alterations and extensions together with retention of a	Ty Gwyn Barns Llanynghenedl Y Fali / Valley	20170220	Wedi'i ganiatau gydag amodau / Granted with conditions 13/04/2017

		pond			
30	27C106A/SCO	Barn sgopio ar gyfer gwelliannau ar hyd y briffordd A5025 rhwng Y Fali a Cemaes / Scoping Opinion for highway improvements along the A5025 between Valley and Cemaes	Ynys Mon\Anglesey	20150703	Wedi darparu SO / SO provided
31	49C2E/FR	Cais llawn ar gyfer codi modurdy 3 bae ar dir yn / Full application for the erection of a 3 bay garage on land at	Preswylfa, Y Fali / Valley	20140728	Ddim ar ffeil / Not on file
32	49C2E	Cais llawn ar gyfer codi modurdy 3 bae ar dir yn / Full application for the erection of a 3 bay garage on land at	Preswylfa, Y Fali / Valley	20140728	Wedi'i ganiatau gydag amodau / Granted with conditions 17/11/2014
33	29C135A/VAR	Cais o dan Adran 73 i diwygio amod (01) (terfyn 5 mlynedd) o caniatad cynllunio rhif 29C135 (addasu ag ehangu) er mwyn ychwanegu terfyn 5 mlynedd arall yn / Application under Section 73 for the variation of condition (01) (5 year limit) from planning permission number 29C135 (alterations and extensions) so as to allow a further 5 year limit at	Tyn Cae, Llanfaethlu	20150224	Wedi'i ganiatau gydag amodau / Granted with conditions 21/04/2015
34	29LPA1008A/CC	Cais llawn i godi ysgol gynradd newydd ynghyd a chreu llwybr cerdded newydd wrth Stad Bryn Llwyd a chreu mynedfa newydd i gerbydau i'r A5025 ar dir gyferbyn a / Full application for the erection of a new primary school together with the creation of a new	Rhos Ty Mawr, Llanfaethlu	20150901	Wedi'i ganiatau gydag amodau / Granted with conditions 19/10/2015

		entrance for vehicles to the A5025 on land opposite			
35	27C106E/FR/EC ON	Cais llawn i wella'r briffordd gyfredol (yr A5025) rhwng y gyffordd ar yr A5 i'r dwyrain o'r Fali at gyffordd y lon i'r Orsaf Bwer arfaethedig mewn wyth o leoliadau gwahanol ynghyd ag ailadeiladu a lledu mewn mannau y pafin cyfredol a gorffenwaith y lon / Full application for improvements to the existing highway (A5025) between A5 East of Valley Junction to the proposed Power Station Access Road Junction at eight separate locations together with reconstruction and localised widening of existing pavement and surface dressing	A5025 rhwng Cyffordd Dwyrain y Fali'r A5 a'r Orsaf Bwer Cemaes / A5025 between A5 East of Valley Junction to Power Station Cemaes	20171207	Y CAIS DAN SYLW / APPLICATION IN QUESTION
36	49C105A	Cais llawn ar gyfer addasu ac ehangu yn / Full application for alterations and extensions at	Glyn Villa, Y Fali / Valley	20160902	Wedi'i ganiatau gydag amodau / Granted with conditions 14/10/2016
37	49C109D/DEL	Cais o dan Adran 73 i dynnu amodau (Cod Cartrefi Cynaliadwy), ynghyd a ddiwygio amodau (06) (manylion llawn y ffiniau), (07) (manylion y deunyddiau gorffen allanol) a (08) (manylion y system draenio) er mwyn cyflwyno gwybodaeth ar ol i ddatblygiad gychwyn / Application under Section 73 to discharge conditions (Sustainable Homes Code), and amend conditions (06) (full details of boundaries),	Abernant, Llanynghenedl	20150910	Wedi'i ganiatau gydag amodau / Granted with conditions 04/01/2016

		(07) (details of external finishing materials) and (08) (drainage system details) to present information after the development begins			
38	49C336	Cais llawn i addasu ac ehangu er mwyn creu swyddfydd ychwanegol, ystafell aros ac estyniad i'r gweithdy i'r capel gorffwys yn / Full application for alterations and extensions so as to provide additional offices, waiting room and extension to the works	Preswylfa, Y Fali/Valley	20170612	Wedi'i ganiatau gydag amodau / Granted with conditions 19/09/2017
39	27C111	Cais llawn i godi modurdy preifat gyda stordy uwch ben yn / Full application for the erection of a private garage with storage area above at	Cartref, Llanfachraeth	20170609	Wedi'i ganiatau gydag amodau / Granted with conditions 27/07/2017
40	27C107	Cais amlinellol ar gyfer codi annedd gyda'r holl faterion wedi'u cadw'n ol ar dir ger / Outline application for the erection of a dwelling with all matters reserved on land adjacent to	Penrhos Newydd, Llanfachraeth	20150619	Gwrthodwyd / Refused 14/08/2015
41	27C108	Cais llawn i addasu ag ehangu mynedfa gerbydau presennol yn / Full application to alter and extend the existing vehicular access at	Ty Newydd, Llanfachraeth	20150910	Wedi'i ganiatau gydag amodau / Granted with conditions 30/10/2015
42	19C1195/RE/SC O	Barn sgopio ar gyfer y datblygiad cysylltiedig ar y glannau a'r lleoliad tirlenwi ceblau sy'n gysylltiedig a datblygiad arfaethedig Parth Datblygu Llanwol Morlais oddi ar arfordir Caergybi ar rhannau o / Scoping	Caergybi a'r Fali / Holyhead and Valley	20170110	Wedi darparu SO / SO provided

		opinion for the on-shore associated development and cable landfill location in association with the development of the proposed Morlais Tidal Development Zone off the coast of Holyhead on parts of			
43	18C4H	Trosi beudai yn 2 uned gwyliau ac estyniad / Conversion of outbuilding into 2 holiday units and extension	Awelfryn, Allt Cichle, Llandegfan, Porthaethwy / Menai Bridge	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 09/01/2013
44	49C309	Dymchwel, codi cyntedd yn / Demolition, erection of porch at	1 tai Cyngor, Llanynghenedl	20130121	Wedi'i ganiatau gydag amodau / Granted with conditions 27/02/2013
45	27C23B	Dechrau deunydd arfaethedig LUC / LUC proposed material start 27C23A	Ysgol Gynradd, Llanfachraeth	20130207	Ardystiwyd yn gyfreithiol / Certified lawful 24/09/2013
46	20C265	Gwaith ymchwiliadau tir a chompownd / Ground investigation works and compound	Gorsaf Bwer Wylfa Power Station, Cemaes	20101015	Wedi'i ganiatau gydag amodau / Granted with conditions 01/12/2010
47	38C80D	Adnewyddu 38C80C / Renewal of 38C80C	Wedi'i dynnu'n ol / Withdrawn	20100521	Wedi'i dynnu'n ol / Withdrawn
48	38C80E	Amrywio amod 2 o 38C80C i gad gwaith fel yr oedd wedi'i adeiladu yn / variation of condition 2 of 38C80C to retain works as built at	Groes Fechan, Tregele	20100526	Wedi'i ganiatau gydag amodau / Granted with conditions 14/02/2011
49	20C300	Hysbysiad dymchwel / Demolition notice	Ty Banner, Tregele	20140324	Dim angen cymeradwyaeth ymlaen llaw / Prior approval not required.
50	20C94D	Addasu ac ymestyn a chodi 2 fflat ar y llawr cyntaf yn / alts & exts & erection 2 apartments at first floor at	Gorsaf Betrol Tregele Service Station, Tregele	20110801	Wedi'i ganiatau gydag amodau / Granted with conditions 20/01/2012
51	20C267	Addasu ac ymestyn ynghyd a chodi garej yn / Alt & ext together with erection of garage	Glan Rhyd, Llanfechell	20101208	Wedi'i ganiatau gydag amodau / Granted with conditions

		at			02/03/2011
52	29C135	Addasu ac ymestyn gan gynnwys yr addasiadau i greu llety llawr cyntaf gyda theras to yn / Alterations and extensions including the alterations to create first floor accommodation with roof terrace at	Tyn Cae, Llanfaethlu	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 12/07/2010
53	29C12G	Dymchwel y sied 'lean to' a'r ystafell haul presennol a chodi sied 'lean to' newydd ynghyd a chodi sied domestig yn / Demolition of the existing lean to shed and conservatory and erection of new lean to shed together with domestic shed at	Bodowen Farm, Llanfaethlu	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 25/10/2010
54	29C115D & 29C115E/LB	COU adeilad i greu rhan o'r Black Lion yn / COU of building to form part of Black Lion at	Siop Soar, Llanfaethlu	20130307	Wedi'i ganiatau gydag amodau / Granted with conditions 19/07/2013
55	49C308	Cadw COU mewn annedd yn / Retention COU into dwelling at	Capel Hermon, Llanynghenedl	20120810	Wedi'i ganiatau gydag amodau / Granted with conditions 04/12/2012
56	49C91B	Addasiadau yn / Alterations at	Ty Gwyn, Llanynghenedl	20110915	Wedi'i ganiatau gydag amodau / Granted with conditions 08/12/2011
57	29C41F	Trosi i annedd yn / Conversion into dwelling at	Bryn Maethlu	20120516	Wedi'i ganiatau gydag amodau / Granted with conditions 09/07/2012
58	49C301	Amlinellol - tir annedd wrth ymyl / Outline - dwelling land adj to	Bryncoed, Llanynghenedl	20100507	Amser wedi do di ben / Lapsed
59	49C109C	Cais llawn ar gyfer codi annedd a garej a thanc septig yn / Full application for the erection of a dwelling and garage	Lon Deg, Llanynghenedl	20130712	Wedi'i ganiatau gydag amodau / Granted with conditions 08/10/2013

		together with septic tank at			
60	27C54D	Cynllunio llawn ar gyfer 19 carafan statig, gwaith cloddio, plannu coed a phlanhigion a newid defnydd ty allanol yn annedd i'w osod yn / Full planning for 19 static caravans, earth works, tree and hedge planting and change of use of outbuilding to dwelling for let at	Parc Carafanau Dronwy Caravan Park, Llanfachraeth	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 08/04/2010
61	27C54E/LB	Cydsyniad adeilad rhestredig ar gyfer newid defnydd ty allanol yn anheddau i'w gosod yn / Listed building consent for the change of use of outbuilding to dwellings for let at	Parc Carafanau Dronwy Caravan Park, Llanfachraeth	20110412	Wedi'i ganiatau gydag amodau / Granted with conditions 09/05/2011
62	49C297/AD	Cadw 2 arwydd yn / Retention of 2 signs at	Gorsaf Gwalia Station, Valley	20110406	Wedi'i ganiatau gydag amodau / Granted with conditions 27/05/2010
63	20C235A	Cais llawn ar gyfer codi annedd un llawr ar dir wrth ymyl / Full application for the erection of a single storey dwelling on land adjacent to	Gorsaf Betrol / Service Station, Treglele	20080613	Wedi'i ganiatau gydag amodau / Granted with conditions 29/07/2008
64	20C94C	Cais amlinellol ar gyfer dymchwel y garej presennol ynghyd a chodi dau annedd yn / Outline application for the demolition of the existing garage together with erection of two dwellings at	Gorsaf Betrol / Petrol Station, Treglele	20070614	Wedi'i ganiatau gydag amodau / Granted with conditions 10/01/2008
65	20c257	Codi annedd ar blot wrth ymyl / Erection of a dwelling on plot adj	Ty Baner, Treglele	20090515	Wedi'i ganiatau gydag amodau / Granted with conditions 15/06/2009
66	20C235	Cais llawn i godi annedd a garej, ynghyd a thanc	Ty Baner, Treglele	20060818	Wedi'i ganiatau gydag amodau / Granted with

		septig ar dir wrth ymyl / Full application for erection of dwelling and garage, together with septic tank on land adjacent to			conditions 09/10/2006
67	49C91A	Trosi tai allanol / Conversion of outbuildings	Ty Gwyn, Llanynghenedl	20060208	Wedi'i ganiatau gydag amodau / Granted with conditions 01/02/2007
68	49C283	Addasu ac ymestyn yn / Alterations and extensions at	Tegfa, Llanynghenedl	20070914	Wedi'i ganiatau / Granted 24/10/2007
69	27C94	Addasu ac ymestyn yn / Alterations and extensions at	Madryn, 7 Glanllyn, Llanfachraeth	20090112	Wedi'i ganiatau gydag amodau / Granted with conditions 16/12/2009
70	27C82	Ystafell haul yn / Conservatory at	1 Bont Llwyd, Llanfachraeth	20050112	Wedi'i ganiatau gydag amodau / Granted with conditions 09/02/2005
71	18C4B	Addasu'r fynedfa bresennol, tanc LPG newydd a thriniaeth yn / Alterations to the existing access, new LPG tank and treatment at	Tyddyn Waen, Llanrhuddlad	20060512	Wedi'i ganiatau gydag amodau / Granted with conditions 27/06/2006
72	18C4D/LB	Cydsyniad Adeilad Rhestredig ar gyfer symud lleoli porth, adeiladu / Listed Building Consent for re siting of gateway, construct	Tyddyn Waen, Llanrhuddlad	20060517	Ddim ar ffeil / Not on file
73	18C4E	Codi cyntedd i'r blaen, gan godi estyniad deulawr yn / Erection of a porch to the front, together with erection of two storey extension at	Tyddyn Waen, Llanrhuddlad	20070125	Wedi'i gymeradwyo gydag amodau / Approved with conditions
74	18C4F/LB	Cydsyniad Adeilad Rhestredig ar gyfer codi cyntedd i'r blaen, codi estyniad deulawr ac addasiadau mewnol yn / Listed Building Consent for the erection of a porch to front,	Tyddyn Waen, Llanrhuddlad	20070125	Wedi'i ganiatau gydag amodau / Granted with conditions 12/10/2007

		erection of a two storey extension together with internal alteration at			
75	18C29H	Cais amlinellol i godi byngalo ar dir wrth ymyl / Outline application for the erection of a bungalow on land adjacent to	Ysgoldy Pedair, Llanrhyddlad	20060817	Wedi'i ganiatau gydag amodau / Granted with conditions 15/12/2006
76	18C29J	Cais amlinellol ar gyfer codi dau annedd ar dir yn / Outline application for the erection of two dwellings on land at	Ysgoldy Pedair, Llanrhyddlad	20071116	Wedi'i ganiatau gydag amodau / Granted with conditions 07/01/2008
77	18C29K/DA	Cynlluniau manwl ar gyfer codi dau annedd deulawr ar dir yn / Detailed plans for the erection of two, 2 storey dwellings on land at	Ysgoldy Pedair, Llanrhuddlad	20080128	Wedi'i ganiatau gydag amodau / Granted with conditions 28/02/2008
78	49C159B	Addasu ac Ymestyn / Alt and Ext	1 & 2 Tyddyn Y Gof, Llanynghenedl		Ddim ar ffeil / Not on file
79	49C159B	CODI YSTAFELL HAUL YN / ERECTION OF A CONSERVATORY AT	1 & 2 Tyddyn Y Gof, Llanynghenedl	20050725	Wedi'i ganiatau gydag amodau / Granted with conditions 14/09/2005
80	49C196A	ADDASU AC ESTYNIAD DORMER YN / ALT AND DORMER EXT AT	Hen Gyfnewidfa Ffon / Old Telephone Exchange, Llanynghenedl	20050210	Ddim ar ffeil / Not on file
81	49C9W/AD	Codi 2 arwydd panel wedi'u goleuo yn / Erection of 2 illuminated panel signs at:	Ty Hapus, Y Sgwar, Croesfordd y Fali / The Square, Valley Crossroads	20051024	Wedi'i ganiatau gydag amodau / Granted with conditions 25/11/2005
82	27C71C	Cais amlinellol ar gyfer codi annedd ar dir yn / Outline application for the erection of a dwelling on land at	Penrhos Newydd, Llanfachraeth	20070814	Wedi'i ganiatau gydag amodau / Granted with conditions 07/04/2008
83	27C23A	Codi 5 annedd ynghyd ag addasu'r fynedfa i gerbydau ar dir wrth ymyl / Erection of 5 dwellings together with alterations to the existing vehicular access on land adjacent	Ysgol Gynradd Llanfachraeth Primary School	20050808	Wedi'i ganiatau gydag amodau / Granted with conditions 05/02/2008

		to			
84	27C84	Amlinelliad ar gyfer annedd newydd a thanc septig ar ran o gae yn / Outline for new dwelling and septic tank on part of field at	Tremoelgoch, Llanfachraeth	20050517	Gwrthodwyd / Refused
85	49C272	Addasu ac ymestyn / alt & ext	Hafan, Llanynghenedl	20060508	Wedi'i ganiatau gydag amodau / Granted with conditions 19/06/2006
86	49C267	Caniatad llawn i godi byngalo dormer ynghyd ag adeiladu mynedfa newydd i gerbydau a gosod tanc septig newydd yn / F/P for the erection of a dormer bungalow together with the construction of a new vehicular access and installation of a new septic tank at	Tir wrth / Land adj, Tegfan, Llanynghenedl	20050729	Wedi'i ganiatau gydag amodau / Granted with conditions 21/09/2005
87	29C12F	Addasu ac ymestyn yn / alt & ext at	Bodowen farm, Llanfaethlu	20090528	Wedi'i ganiatau gydag amodau / Granted with conditions 20/07/2009
88	29C115	Newid defnydd tafarn yn ddwy uned breswyl / Change of use of public house into two residential units	Black Lion, Llanfaethlu	20050718	Gwrthodwyd / Refused
89	29C115A/LB	Cais am gydsyniad adeilad rhestredig ar gyfer y newid defnydd / Application for listed building consent for the change of use	Black Lion, Llanfaethlu	20050914	Gwrthodwyd / Refused
90	27C106E/FR/ECON	(Full application for improvements to the existing highway (A5025) between A5 East of Valley Junction to the proposed Power Station Access Road Junction at eight separate locations together with reconstruction and localised widening of	Valley to Cemaes	20171207	Wedi'i ganiatau gydag amodau / Granted with conditions 13/07/2018

		existing pavement and surface dressing, temporary construction compound including temporary pavement recycling facility, creation of 2 attenuation ponds and maintenance access, creation/temporary diversion of cycle routes, creation of alternative parking facilities to mitigate loss of lay by together with other associated works including drainage, boundary treatments, planting, new signage and road markings on the A5025 between Valley and Cemaes			
91	29C115F/LB	Caniatâd Adeilad Rhestredig ar gyfer dymchwel y cyntedd, codi cyntedd newydd ynghyd a gwaith trwsio yn / Listed Building Consent for demolition of the porch, erection of a new porch together with repair works at	Siop Soar, Llanfaethlu	01/08/2018	Caniatáu / Permitted 18/09/2018
92	OP/2018/1	Cais amlinellol ar gyfer codi annedd sydd yn cynnwys manylion llawn am y fynedfa i gerbydau a llunwedd ar dir ger / Outline Application for the erection of a dwelling together with full details of the vehicular access and layout on land adjacent to	Penrhos Newydd, Llanfachraeth	12/02/2019	Caniatáu / Permit 05/09/2019
93	FPL/2019/51	Cais llawn ar gyfer newid defnydd tir yn lle storio agored ar gyfer cerrig sy'n gysylltiedig â'r prif ddefnydd a wneir o'r tir gan yngymerwyr	Preswylfa, Y Fali / Valley	07/03/2019	Caniatáu / Permit 10/06/2019

		angladdau ar dir gyferbyn â / Full application for the change of use of land for open storage of stone material ancillary to the primary use of funeral undertakers on land opposite			
94	DIS/2019/71	Cais i ryddhau amod (04)(Cynllun dirlunio) o ganiatâd cynllunio FPL/2019/51 ar dir gyferbyn a/ Application to discharge condition (04)(Landscaping scheme) of planning permission FPL/2019/51 on land opposite	Preswylfa, Y Fali/Valley	12/07/2019	Amod wedi ei Ryddhau / Condition Discharged 16/08/2019
95	FPL/2019/166	Cais llawn ar gyfer codi sied amaethyddol newydd, creu pwll cribol ynghyd a chreu traciau amaethyddol yn / Full application for the erection of a new agricultural shed, creation of a new slurry pit together with the creation of agricultural tracks at	Ty Hen, Llanynghenedl	24/06/2019	Caniatáu / Permit 15/10/2019
96	DIS/2019/110	Cais i ryddhau amod (03) (Datganiad Dull i ardal rheolaeth planhigol), amod (05)(Datganiad Dull i llygoden y dwr), amod (06)(Mesuriadau osgoad Madfall y Dwr), amod (07)(Asesiad Risg Bioddiogelwch) ac amod (08) (Mynediad/Diogelwch Llwybr Troed) o ganiatâd cynllunio FPL/2019/166 yn /	Ty Hen, Llanynghenedl, Holyhead	22/11/2019	Amod wedi'i Ryddhau yn Rhannol / Condition Partially Discharged 13/12/2019

		Application to discharge condition (03) (Method Statement for Management Planting Areas), condition (05) (Method Statement for Water Voles), condition (06) (Great crested Newt Avoidance Measures), condition (07) (Bio-Security Risk Assessment) and condition (08) (Public footpath Access/Safety detail) of planning application FPL/2019/166 at			
97	FPL/2019/231	Cais llawn ar gyfer codi stabl yn / Full application for the erection of a stable at	Ty Gwyn Barn, Llanynghenedl	16/08/2019	Caniatáu / Permit 11/10/2019
98	LUP/2019/5	Cais am Dystysgrif Datblygiad Cyfreithlon ar gyfer defnydd arfaethedig ar gyfer codi annedd ynghyd a chreu mynedfa newydd i gerbydau ar dir ger / Application for a Lawful Development Certificate for the proposed use for the erection of a dwelling together with the creation of a new vehicular access on land adjacent to	Tegfan, Llanynghenedl	16/01/2019	Caniatáu / Permit 26/03/2019
99	FPL/2019/132	Cais llawn ar gyfer codi annedd ar dir ger / Full application for the erection of a dwelling on land adjacent to	Tegfan, Llanynghenedl	31/05/2019	Tynnwyd yn ôl / Withdrawn
100	FPL/2019/201	Cais llawn ar gyfer codi annedd ar dir ger / Full application for the erection of an dwelling on land	Tegfan, Llanynghenedl	22/07/2019	Caniatáu / Permit 02/10/2019

		adjacent to			
101	FPL/2020/50	Cais Cynllunio Hybrid yn cynnwys cais llawn ar gyfer dymchwel y Garej/Storfa bresennol ynghyd â codi garej/storfa newydd ar gyfer Gwenfa a chaniatâd cynllunio amlinellol ar gyfer codi yn annedd ynghyd â manylion llawn mynedfa i gerbydau yn / Hybrid Planning Application incorporating full application for the demolition of the existing Garage/Store together with erection of new garage/store for Gwenfa and outline planning permission for erection of one dwelling together with full details of vehicular access at	Gwenfa, Llanfachraeth	23/04/2020	Heb Benderfyniad / Not yet determined
102	MAH/2019/14	Mân newidiadau i gynllun sydd wedi ei ganiatáu yn flaenorol o dan caniatâd cynllunio 27C111 er mwyn diwygio maint y garej yn / Minor amendments to scheme previously approved under planning permission 27C111 so as to amend the size of the garage at	Cartref, Llanfachraeth	05/09/2019	Caniatáu / Permit 12/09/2019
103	FPL/2019/278	Cais llawn ar gyfer dymchwel adeiladau ysgol presennol a codi 8 annedd ynghyd a creu mynedfa i gerbydau ar dir yn / Full application for the demolition of existing	Llanfachraeth Primary School, Caergybi / Holyhead	12/12/2019	Caniatáu / Permit 19/02/2020

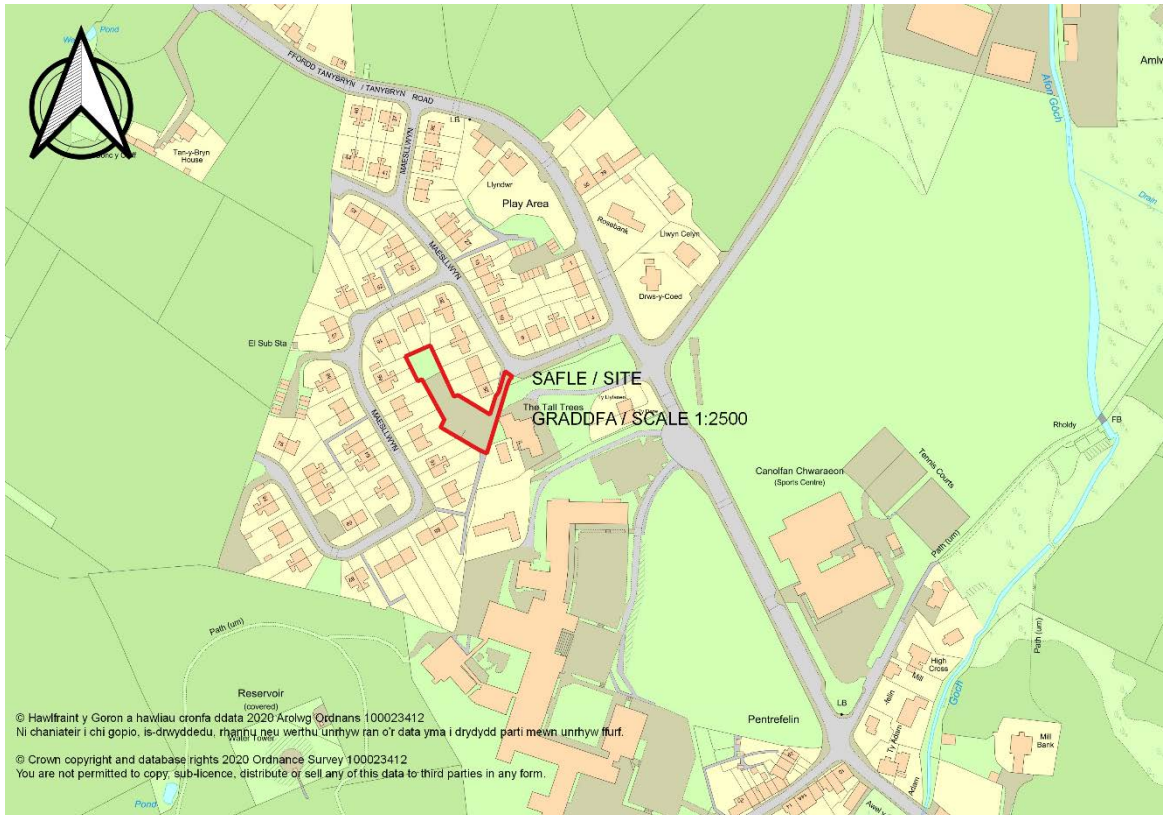
		primary school buildings in addition to the erection of 8 dwellings together with the construction of a vehicular access on land at			
104	FPL/2020/56	Cais llawn ar gyfer codi annedd ynghyd a creu mynedfa i gerbydau ar dir yn / Full application for the erection of a dwelling together with the construction of a vehicular access on land at	Penrhos Newydd, Llanfachraeth	21/04/2020	Heb Benderfyniad / Not yet Determined
105	DIS/2019/2	Cais i ryddhau amodau (06) (Manylion deunyddiau) (07) (Manylion cau ogwmpas y safle) (12) (Manylion goleuo) (13) (Manylion traenio) o ganiatâd cynllunio 27C54K yn / Application to discharge condition (06) (Material details) (07) (Enclosure details) (12) (Lighting details) (13) (Drainage details) of planning permission 27C54K at	Dronwy Caravan Park, Llanfachraeth	04/01/2019	Amod wedi ei Ryddhau / Condition Discharged 01/04/2019

Application Reference: FPL/2020/29

Applicant: Cyngor Tref Amlwch Town Council

Description: Cais llawn i newid defnydd o dir agored amwynder i fod yn lecyn chwarae i blant ynghyd a gosod cyfarpar chwarae ar dir ger / Full application for the change of use of open air amenity land to be a children's play area together with the installation of play equipment on land adjacent to

Site Address: 24 to 99 Maes Llwyn, Amlwch



Report of Head of Regulation and Economic Development Service (Joanne Roberts)

Recommendation: Caniatáu / Permit

Reason for Reporting to Committee

The land subject of the application is Council owned land.

Proposal and Site

The application is made for the change of use a vacant parcel of council owned amenity land into a formal children's play area together with the installation of play equipment comprising of a see-saw, basket swing and play tower.

The area of land is located amongst existing dwellings on the Maes Llwyn housing estate in Amlwch.

Key Issues

The key issues are whether the proposal complies with relevant local development plan policies and the potential impacts of the proposed use on the amenities of neighbouring residential properties.

Policies

Joint Local Development Plan

Policy ISA 2: Community Facilities
Policy PCYFF 2: Development Criteria
Policy PCYFF 3: Design and Place Shaping
Policy PCYFF 1: Development Boundaries
Strategic Policy PS 5: Sustainable Development
Planning Policy Wales (Edition 10, December 2018)
Technical Advice Note 16: Sport, Recreational and Open Space (2009)

Response to Consultation and Publicity

Consultee	Response
Cynghorydd Richard Griffiths	No response at time of writing report.
Cynghorydd Aled Morris Jones	No response at the time of writing the report.
Cynghorydd Richard Owain Jones	No response at the time of writing the report.
Cyngor Tref Amlwch Town Council	No comments as the application is submitted on behalf of the Town Council.
Priffyrdd a Trafnidiaeth / Highways and Transportation	No comments.

The application was afforded statutory publicity. This was by the posting of personal notification letters on the occupiers of the neighbouring properties. The latest date for the receipt of representations was the 03/07/2020.

At the time of writing the report no representations had been received.

Relevant Planning History

None.

Main Planning Considerations

The application is made for the change of use a vacant parcel of council owned amenity land into a formal children's play area together with the installation of play equipment comprising of a see-saw, basket swing and play tower.

The application site is located within the development boundary of the Urban Service Centre of Amlwch and thereby conforms with the provision of policy PCYFF1 of the Joint Local Development Plan (JLDP).

Policy ISA 2 of the JLDP relates to Community Facilities and states that the plan will help sustain and enhance community facilities by granting the development of new community facilities, provided that:

- i. they are located within or adjoining development boundaries or they are located outside development boundaries but within clusters where the proposal will provide an essential facility to support the local community;
 - ii. in the case of new buildings, that the local community's needs cannot be satisfied through the dual use of existing facilities or the conversion of existing buildings;
 - iii. where the proposal is for a facility being relocated, it can be demonstrated that the existing site is no longer suitable for that use;
 - iv. the proposal is of an appropriate scale and type compared to the size, character and function of the settlement;
 - v. the proposal is easily accessible by foot, cycle and public transport
- The provision of new or enhanced multiuse community facilities, including the co-location of healthcare, school, library and leisure facilities in accessible locations will be encouraged.

In relation to this particular proposal, the site is located within the development boundary, is of an appropriate scale and type and is easily accessible by foot, cycle and public transport. Consequently the proposal accords with the provisions of policy ISA 2.

The proposal is also deemed to accord with the provisions of policy PCYFF 2: Development Criteria and it is not considered that the proposed use will give rise to unacceptable impacts upon the amenities of neighbouring properties.

The proposal is also consistent with the objectives of Planning Policy Wales and Technical Advice Note 16 in relation to the provision of recreational spaces and the associated health and well-being benefits afforded by such facilities.

Conclusion

The proposal is considered to be acceptable and accords with relevant local development plan policies and it is not considered that the proposed use gives rise to a significant detrimental impact upon the amenities of neighbouring properties.

Recommendation

(01) The development shall begin not later than five years from the date of this decision.

Reason: To comply with the requirements of Section 91(1) of the Town and Country Planning Act 1990 (as amended).

(02) The development hereby permitted shall be carried out in strict conformity with the details shown on the plans below, contained in the form of application and in any other documents accompanying such application unless included within any provision of the conditions of this planning permission.

- **Location Plan**
- **Play Equipment Specification**

Reason: To ensure that the development is implemented in accord with the approved details.

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PCYFF1, PCYFF2, PCYFF3, PS5, ISA2.

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.

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