

7.1

Gweddill y Ceisiadau

Remainder Applications

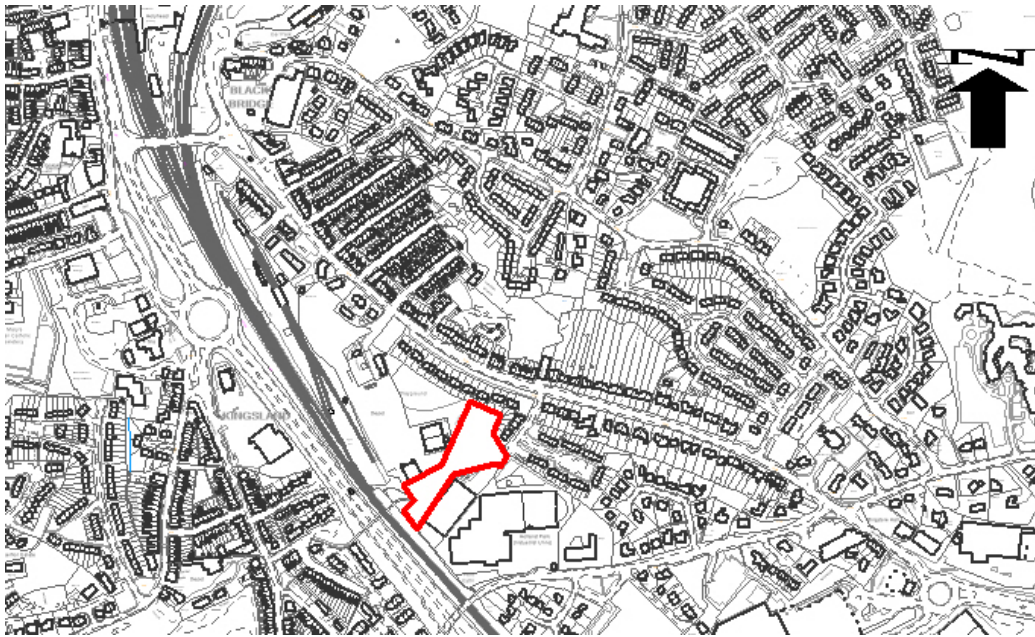
Rhif y Cais: **19C452F** Application Number

Ymgeisydd Applicant

B C Services (Anglesey) Ltd

Cais llawn ar gyfer codi 15 o aneddu 2 lloft ac 10 o flatiau 1 lloft ar dir yn / Full application for the erection of 15 2 bedroom houses together with 10 1 bedroom flats on land at

Canada Gardens, Caergybi / Holyhead



Planning Committee: 04/04/2018

Report of Head of Regulation and Economic Development Service (DPJ)

Recommendation:

Permit

Reason for Reporting to Committee:

The planning application is has been called to the planning committee by the local member Councillor Shaun Redmond on the grounds of local residents' concerns as regard overdevelopment and traffic management. At its meeting held on 7th March 2018 it was recommended that the Committee view the site and its setting prior to determining the application. The site was visited on 20th March

1. Proposal and Site

The site is a parcel of vacant land accessed off London Road through Morrison Crescent. The site is bordered by industrial premises, a Network Rail Light Maintenance Depot, Gwynedd Shipping LGV Yard, housing and a playground. It is crossed by a public footpath running from London Road and across the A55 to Penllech-Nest. Access to the existing industrial units is taken off the same access track. The application site is in an elevated position in relation to the A55 and the railway line, and the Gwynedd Shipping depot to the west.

The planning application was originally submitted for 28 residential units, comprising 16 2 bedroom houses and 12 1 bedroom flats. Following discussions with officers the number of units was reduced to 25, comprising 15 2 bedroom houses together with 10 1 bedroom flats. Access to the development would be via a new access off Morrison Crescent. The public footpath crossing the application would be extinguished and users would thereafter use the pavement along the highway through the proposed development.

2. Key Issue(s)

- Compliance with relevant development plan policies and amenity.
- Planning History.
- Principle of the Development.
- Character and Appearance of the Locality.
- Impact on the Residential Amenities of Adjacent Properties
- Noise Impacts.
- Highways & PROW Considerations.

3. Main Policies

Anglesey and Gwynedd Joint Local Development Plan (2017)

TRA 2: Parking Standards

TRA 4: Managing Transport Impacts

ISA5: Provision of Open Spaces in New Housing Developments

PCYFF 1: Development Boundaries

PCYFF 2: Development Criteria

PCYFF 3: Design and Place Shaping

PCYFF 4: Design and Landscaping

PCYFF 6: Water Management

PS 17: Settlement Strategy

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

AMG 5: Local Biodiversity Conservation

AMG 6: Protecting Sites of Regional or Local Significance

Planning Policy Wales Edition 9 2016 "PPW"

TAN 11: Noise
TAN 12: Design

Supplementary Planning Guidance SPG Design in the Urban and Rural Built Environment (2008) “SPG Design”

4. Response to Consultation and Publicity

Holyhead Town Council – It was resolved to make no objection provided that all access highway and pedestrian safety measures are put in place and that the developer be requested to provide some improvements in the plan area on London Road for the benefit of the Local Community.

Councillor Shaun James Redmond – Called the planning application to the planning committee on the grounds of local resident concerns as regard overdevelopment and traffic management.

Highway Authority – Conditional permission.

Drainage Section - There are no surface water drainage details included with this submission and, as a consequence I am unable to comment on the adequacy of these proposals.

Housing Services - There is a high demand for affordable housing in Holyhead, the (general needs) social housing demand is as follows:
35 x 1bed, 17 x 2bed, 3 x 3bed, 4x 4bed and 2 x 5bed. The intermediate housing demand is as follows: 84 X 2bed, 63 x 3bed and 11x4bed. The proposed plans meet local demand and I am supportive of the application.

Gwynedd Archaeological Trust “GAPS” – Based on the negative results in the submitted archaeological report, there is no need for further archaeological intervention at the site. The whole site seems to have been cleared during remedial work to remove Japanese knotweed only a year or two ago - this is very likely to have removed archaeological deposits, but there's no way of recovering this information.

Ecological and Environmental Adviser – Conditional permission in accord with the submitted ecological assessment notably with a condition recommended on a badger avoidance scheme. In addition a condition is recommended on bio-security to control Japanese knotweed. Advised that there should be some ecological features as part of the plans to conserve and enhance biodiversity under Section 6 of the Environment Act 2016 and planting is suggested.

Environmental Services – Contaminated land condition recommended. The noise mitigation measures previously identified should be included in the construction designs of the development.

Joint Planning Policy Unit “JPPU” – In relation to the requirement for open space provision in connection with new housing developments under policy ISA5 (Provision of Open Spaces in New Housing Developments) conclude that in light of the existing provision within the accessibility standard distances no contribution is required from this proposal.

Lifelong Learning – Based on existing capacity financial contributions required towards:

- New facilities at Ysgol Kingsland for 4-11 year olds.
- New facilities at Holyhead High School for year 12 and 13 pupils.

Landscape Adviser – Having regard to the provisions of policy PCYFF 4 (Design and Landscaping) although scope for landscaping is limited at the density proposed, boundary treatments should consider hedging in response to views between the site and industrial units and into the site from the Public Footpath.

Natural Resources Wales “NRW” – A condition recommended to control Japanese Knotweed. In relation to protected species no objections subject to the recommendations in the protected species survey being followed. Advised that foul and surface water drainage manholes are clearly marked on the application site.

Network Rail – Initially indicated that the application site included land within their ownership and the applicant on a without prejudice basis amended the application site to exclude the area in question. The local planning authority should engage in discussions to mitigate noise and vibration from the Network Rail Light Maintenance Depot and the operational railway adjacent.

Public Rights of Way - An order under s257 of TCPA 1990 has been made to extinguish a section of Path no. 12 at this site, to enable the development to take place. The order was confirmed on 2/08/2017 but does not come into force until the Council certifies that works specified in the order have been completed to our satisfaction. The works in question are:

1. Construction of the estate road and footway to adoption standard
2. Works at the turning head near Pont Penllechnest where the shortened path will join (dropped kerbs, bollards, white line marking and symbols).

We recommend that these works are carried out as speedily as possible so that any temporary path closure is kept to a minimum. At this point the developer has not requested temporary path closure.

Wales & West Utilities – Have indicated the position of their gas apparatus.

Welsh Government (Highways) – Conditional permission requiring that the development is constructed in accord with the submitted acoustic report.

Welsh Water - The proposed development site is crossed by a 375mm diameter combined gravity sewer and require an easement of 3m either side of the centreline of this pipe. Should the proposed development be located within the protection zones of the sewer crossing, there would be a requirement to divert the public sewer, which can be applied for under Section 185 of the Water Industry Act 1991. Note that foul flows will be discharged via the public sewerage system and surface water run-off into an existing watercourse.

Public response to notification:

Following publicity undertaken in September 2017 and following the amendments made to the application in February 2018 one objection was received on the following grounds:

- There are existing traffic problems along London Road due speed/volume and residents parking on pavements.
- Slowing down traffic along London would improve safety via speed bumps/cameras.
- Some users of the highway do not realise that some vehicles are turning into Morrison Crescent as opposed to passing vehicles. Others also use the forecourt of the garage premises opposite to manoeuvre around vehicles turning into Morrison Crescent which is dangerous.
- The proposed development will increase the number of vehicles turning into Morrison Crescent.
- There is no crossing for children to cross to Morawelon on this part of London Road which is dangerous.

5. Relevant Planning History

H/349C/TR – Change of use of part of Anglesey Knitting Factory and use of surrounding land for warehousing and storage purposes – Approved 23/12/80

19C452 – Use of approximately half of the old factory unit as a storage facility for plant hire business together with the occasional maintenance and cleaning of the stored plant at Canada Gardens – Refused 24/1/91

19C452A – Change of use of the remainder of the building from storage and distribution to light industrial use at Canada Gardens, Holyhead – Approved 5/1/96

19C452B- Outline application for residential development of land at Canada Gardens, Holyhead – Withdrawn 5/12/05

19C452C- Outline application for residential development of land at Canada Gardens, Holyhead – Refused 25/4/07

19C452D Outline application for residential development of land at Canada Gardens, Holyhead- Refused 12/12/2008 Appeal Allowed 2/11/2009

19C452E Outline application for the erection of 18 dwellings on land at Canada Gardens, Holyhead, conditionally approved 07.07.2014.

6. Main Planning Considerations

Planning History: The principle of residential development has been established on the application site as detailed in the planning history section above and planning permission 19C452D was granted at appeal where the Inspector considered highways and noise impacts in detail. Most recently outline planning permission 19C452E granted planning permission for 18 dwellings and this planning permission remains extant.

Principle of the Development: The site is located within the development boundary of Holyhead under the provision of PCYFF 1 of the JLDP. Holyhead is classified as an Urban Service Centre under the provisions of policy TAI 1 of the JLDP and this policy permits housing proposals on suitable windfall sites within the settlement boundary. Policy PS 17 of the JLDP states that housing will be distributed based on the settlements strategy with a higher proportion of developments required to take place in Urban Service Centres such as Holyhead based on the settlements level of service provision and so on but subject to environmental, social and infrastructure capacity to accommodate the development.

Policy TAI 8 (Appropriate Housing Mix) states that proposals should contribute towards meeting the identified needs of the community through meeting the listed criteria which include maximizing the delivery of affordable housing and ensuring the sustainable use of land through an efficient density of development compatible with local amenity. In terms of need for the development the council's Housing Services have stated that there is a high demand for affordable housing in Holyhead as detailed and because the proposal meets local demand they are supportive of the development. Though it is understood that the application will be developed for 100% affordable housing in conjunction with the council, it necessary to complete a legal agreement requiring 10% of the units are developed for affordable housing requirements in accord with policy TAI 15 (Affordable Housing Threshold & Distribution) as the planning permission could still be developed for general market purposes. Affordable housing at 30% or 6 units was required in connection with planning application 19C452E under the former development which has now been superseded by the provisions of the JLDP.

The application site also comprises previously land and national planning policy in section 4.9 of PPW promotes the re-use such sites in existing settlements where there is vacant or under-used land for suitable uses such as that being applied for.

Additionally the application site is located in a highly sustainable location within walking distance of the town center and other retail, community and travel facilities and on a main bus route. PPW and TAN 18 advocate that major generators of travel such as that being applied for are developed in such locations.

Given that there is an extant planning permission and that the proposal aligns with the policy provisions described the principle of the proposed development is acceptable. The proposal subject to this planning application proposes more units than has previously been granted and the density and relationship with the surroundings are considered further below.

Character and Appearance of the Locality: Policy PCYFF 2 (Development Criteria) of the JLDP states that to make the most efficient use of land that there should be a minimum of 30 housing units per hectare unless there are local circumstances or site constraints which dictate a lower

density. The density of the proposed development is 55 units per hectare. Whilst this may appear high it is material that 12 of the units are 1 bedroom flats which have two units in one building which contributes towards a higher density; as explained in the preceding section there is a housing need in Holyhead for this type of development. The 30 units per hectare is also a minimum figure and in appropriate location PPW seeks well designed living environments and where appropriate at increased density subject to the proposals not damaging the area's character or amenity, including the impact on neighbouring dwellings in terms of privacy and overshadowing.

In terms of the areas character policies PCYFF 3 (Design and Place Shaping) and PCYFF 4 (Design and Landscaping) of the JLDP require that new developments demonstrate a high quality design and that they integrate into their surroundings. The proposed developments is made for two storey units which are either semi-detached or form part of a terrace of similar properties, with parking for motor vehicles on street or within the curtilage of the unit. The units would be rendered and have slate roofs. The layout and design of the proposals are considered to be reflective of the varied housing types which can be seen along this part of London Road and on this basis is acceptable having regard to the impact on the character and appearance of the area.

There is a Public Right of Way running through the application which will be extinguished as part of the development and users will then use the pavement through the proposed development. This means that the development will be relatively prominent in public views. In this regard it is considered that the development of this previously developed site will improve the visual amenities of the locality. Taking into account the comments of the Landscape Adviser a landscaping condition has been recommended requiring landscaping which will enhance the development in accord with the policy requirements. The impact on the amenities of adjacent properties is considered further below.

Impact on the Residential Amenities of Adjacent Properties & Occupants of the Proposed Development: The principal impact of the development in term of potential overlooking and overshadowing will be the existing properties adjoining the application site on London Road (which includes those facing Morrison Crescent). The properties have their rear elevations facing the proposed development and rear gardens adjoining the application site.

Proposed levels submitted with the planning application indicate that the existing dwellings on London Road and facing Morrison Crescent will be at a generally higher level than the proposed development. The floor area of the proposed flats nearest the rear of the other existing properties directly facing London Road will be marginally higher than those of the existing dwellings.

The Council's SPG Design provides guidance in relation to minimum distances from existing and proposed dwellings and their boundaries. The proposals subject to this application have been subject to discussions with officers such that the rear and side elevations of the proposed dwellings have sufficient distances from the boundaries and rear elevations of the properties at London Road. Given these considerations it is not considered that the proposed development will have an unacceptable impact on the amenities of the occupants of the properties at London Road.

In terms of the visual impact of the existing developments notably the Gwynedd Shipping Yard on the amenities of occupants of the proposed dwelling this was considered previously by the Planning Inspector in relation to outline planning application 19C452D who deemed that the matter could be mitigated by an appropriately designed scheme. Planning application 19C452E was subsequently approved and remains extant and provides a fall-back position whereby the siting of units in proximity to the units and indeed some boundaries such as the play area behind London Road have previously been established. The layout of the proposals subject to this report takes these material considerations into account. Noise impacts on the occupants of the proposed dwellings are considered in the next section below.

Noise Impacts: To the west of the site runs the A55, Holyhead to Chester Railway and a Network Rail Light Maintenance Depot. The Network Rail comments state that the council should engage in discussions to mitigate noise and vibration from the Network Rail Light Maintenance Depot and the operational railway adjacent. The site is also elevated above the Gwynedd Shipping HGV depot to the north west.

The planning history of the site indicates that it has previously been established via a 24 hour noise monitoring survey undertaken by the council's Environmental Services to assess noise sources that the application site is within Noise Exposure Category B (TAN 11) which means that noise should be taken into account when determining planning applications and that where appropriate conditions should be imposed to ensure an adequate level of protection. In dealing with the appeal proposal under reference 19C452D, the Inspector accepted that noise issues could be satisfactorily dealt with by condition.

The current application is accompanied by an acoustic report to accompany the planning application which recommend mitigation measures in terms of the type of glazing, trickle vents and acoustic barriers to protect the outdoor amenity space. The council's Environmental Services have confirmed that they are content with the proposed development subject to the noise mitigation measures previously identified which should be included in the construction designs of the development and this has been included as planning condition. At the time of writing the Network Rail comments are being assessed and an update will be provided at the planning committee.

Given the proximity of the proposed development in visual and noise terms to the existing uses described it is considered necessary to attach a planning condition restricting extensions to the dwellings which could result in an unacceptable impact on the occupants amenities.

Highways & PROW Considerations: Holyhead Town Council do not object to the proposal subject to all access highway and pedestrian safety measures being put in place. No concern has been expressed by the Highways Authority in relation to additional traffic entering London Road from the site. The Inspector did not consider that concerns raised at the appeal were sufficient to lead to a refusal of planning permission. The PROW Officer is content with the PUBLIC footpath being extinguished and users thereafter using the pavement through the proposed development.

Other Matters: In terms of foul drainage Welsh Water are satisfied subject to a condition specifying the connection point with the public sewer. In addition the application site is crossed by a 375mm diameter combined gravity sewer and as part of the proposals this sewer will be diverted. In terms of surface water indicative details are provided which indicate the use of soakaways but as per the comments of the council's Drainage Officer little information is provided and a condition will be required to ensure that these details are acceptable.

In terms of ecology NRW and the council's Ecological and Environment Officer are satisfied that the proposal will not have an unacceptable impact on protected species subject to compliance with ecological mitigation measures submitted with the planning application. Similarly it is not considered that the proposal will have a significant impact on the statutorily protected sites referred to in the NRW response. The ecological enhancements sought by the council's Ecological and Environmental Adviser can be secured by the recommended landscaping condition. Similarly a planning condition has been recommended to on bio-security grounds to control any invasive species present on the application site.

The application site comprises previously developed land being a former industrial site. The Environmental Health Section has suggested a condition requiring investigation (together with mitigation should such be required) prior to any development taking place.

Holyhead Town Council have requested that the developer be requested to provide some improvements in the plan area on London Road for the benefit of the Local Community. As explained in the consultation section of this report the JPPU have assessed the level of provision available in the locality and do not consider that a request for a contribution under the provisions of policy ISA5 (Provision of Open Spaces in New Housing Developments) can be justified. It is material that the applicant has a fall-back position of an extant planning permission for 18 units and as part of this planning permission there was a requirement for the applicant to make a financial contribution towards the upkeep of the play area to the rear of London Road. It is understood from the applicant that this payment has been honoured.

In terms of other requirements of the JLDP the proposal is considered to be in accord with policy PCYFF 6 (Water Management) which requires the submission of a water conservation statement. Similarly, the applicant has agreed to make a contribution to the educational requirements set out in

the comments of the Council's Lifelong Learning service in accord with the requirements of ISA 1 (Infrastructure Provision) which requires financial contributions to ensure that adequate infrastructure capacity exists to cater for development. This amount is currently being finalised and the fact that the applicant also has as explained previously an extant planning permission for 18 residential units is being factored and an update will be provided at the planning committee.

7. Conclusion

The principle of residential development has previously been established on the application site, and there remains a fall-back position which is material in terms of the siting of dwellings relative to the boundaries of the site and the amount of contribution required by the council's Lifelong Learning Service, and the amount is being finalised at the time of writing. The proposal increases the number of dwellings but this is considered compliant with the planning policies described which seek efficient densities in suitable locations where there are no unacceptable impacts on the character of the area or residential amenity. All other matters are considered acceptable as described, with only the comments of Network Rail in relation to noise/vibration and land ownership needing to be finalised as described in the report.

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.

8. Recommendation

That planning permission is **granted** subject to the completion of a legal agreement requiring that:

1. 10% of the development to be required to be affordable equating to 3 units.
2. A financial contribution towards new facilities at:
 - a. Ysgol Kingsland for 4-11 year olds.
 - b. Holyhead High School for year 12 and 13 pupils.

Confirmation of the precise amount is waited at the time of writing and an update will be provided at the planning committee.

There after that planning permission is granted subject to the following planning conditions:

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

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

(02) The development hereby permitted shall be carried out in strict conformity with the details shown on the approved plans, and contained in the form of application and in any other documents accompanying such application as listed below, unless specified otherwise in any conditions of this planning permission:

Drawing	Reference	Dated
Amended Location Plan		25.09.2017
Topographic Survey	1258/TP/01 : 01	15.09.2016
Proposed Site Plan	version N(2)	Amended 11 January 2018

Proposed 2 Bed House Elevations	AO/69/HO1	29.05.2017
Proposed 1 Bed Flats		May 2017
Water Conservation Statement – Ali Building Design Ltd		March 2018
Clwydian Ecology – Protected Species Assessment for Canada Gardens Site, Holyhead, Anglesey, North Wales.		Updated 11.10.2017
Kehoe Countryside Ltd – Japanese Knotweed Management Plan Canada Gardens, Holyhead.		27.06.2017
Environoise Acoustic Consultancy to Support Planning Application	20859R01CMpak	23.03.17

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

(03) 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.

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

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

Reason: To ensure a satisfactory appearance of the development.

(05) No development shall commence until full details of all external 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) have 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.

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

(06) No development shall take place until full details of a scheme indicating all of the proposed means of enclosure around and within the application site whether by means of walls or fences has been submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be constructed or erected prior to the occupation of the dwelling(s) or flat(s) to which it relates and it 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.

(07) No development shall take place until a scheme of landscaping and tree planting for the application site 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. The approved new planting shall be implemented not later than the first planting season after the occupation of the buildings or completion of the development, whichever is the sooner.

Reason: In the interest of the visual amenities of the locality and to secure ecological enhancements.

(08) Any tree 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 interest of the visual amenities of the locality and to secure ecological enhancements.

(09) The application site shall be developed strictly and entirely in accord with the Clwydian Ecology – Protected Species Assessment for Canada Gardens Site, Holyhead, Anglesey, North Wales (Updated 11.10.2017).

Reason: In the interests of ecology.

(10) The application site shall be developed and Japanese Knotweed removed strictly and entirely in accord with the Kehoe Countryside Ltd – Japanese Knotweed Management Plan Canada Gardens, Holyhead (27.06.2017).

Reason: In the interests of biosecurity and to eradicate invasive species present on the application site.

(11) No development shall take place until the following details have been submitted to and approved in writing by the Local Planning Authority:

- i. details of a scheme to assess the nature and extent of any contamination on the application site;**
- ii. the results of the survey carried out under condition 11 (i) above;**
- iii. a scheme to deal with any contamination identified by the survey.**

The development hereby approved shall be carried out in accordance with the details approved in writing under the provisions of this condition.

Reason: In the interests of residential amenity and water quality.

(12) Should contamination not previously identified be found through the course of development it must immediately be reported in writing to the local planning authority. An investigation shall be carried out to assess the nature and extent of any contamination and the contamination shall be dealt with in accordance with a scheme to be submitted to and approved in writing by the local planning authority before any of the dwellings hereby permitted are occupied.

Reason: In the interests of residential amenity and water quality.

(13) No development shall commence until a scheme of surface water drainage (including highway drainage) and land drainage for the development hereby approved has been submitted to and approved in writing by the local planning authority “Drainage Scheme”. The “Drainage Scheme” shall be completed and operational before any of the dwellings to which it relates are occupied.

Reason: In order to ensure that the development is adequately drained.

(14) Only foul water from the development site shall be allowed discharge to the public sewerage system and this discharge shall be made between manhole reference number

SH25811601 and SH25811705 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.

(15) Notwithstanding the details shown on the Proposed Site Plan (amended 11 January 2018 version N(2)) no development shall take place until details of the proposed slab levels of the building(s) in relation to the existing and proposed levels of the site and the surrounding land have been submitted to and approved in writing by the local planning authority. The proposed development shall be constructed with the approved slab and ground levels.

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

(16) The dwellings hereby approved shall be constructed strictly and entirely in accord with the sound reduction measures detailed in the Environoise (23.03.17) Acoustic Consultancy to Support Planning Application (Reference 20859R01CMpak) and these measures shall thereafter be retained in the lifetime of the development hereby approved and any replacement windows, glazing, ventilation equipment and fencing shall be to an equivalent specification.

Reason: To protect the amenities of occupants of the proposed dwellings from noise.

(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.

(18) The car parking accommodation shall be completed in full accordance with the details as submitted before the dwelling(s) or flat(s) to which it relates is occupied and shall thereafter retained solely for those purposes.

(19) No surface water from the within the curtilage of the site to discharge onto the highway.

Reason: To ensure no direct adverse effect on the adjoining highway in the interests of amenity and highway safety.

(20) Before any development commences, plans shall be submitted and approved by the Planning Authority in consultation with the Highway Authority showing details of the following reserved matters:

- a) Longitudinal and cross sections through the estate roads showing the proposed road levels relative to the existing ground levels and proposed garage floor levels.
- b) The surface water drainage and means of disposal including the position of gullies, pipe diameters, design data and outfall.
- c) The location and the type of street lighting furniture.

(21) The development shall thereafter proceed in accordance with the details to be approved in writing under the provisions of this condition.

Reason: To ensure a safe and convenient access to/from the highway in the interests of highway safety.

(22) The estate road(s) and its access shall be designed and constructed in accordance with 'Residential Road Adoption Specification requirements, Anglesey'.

Reason: To ensure a safe and convenient access to/from the highway in the interests of highway safety.

(23) The estate road(s) shall be kerbed and the carriageway and footways finally surfaces and lighted before the last dwelling on the estate is occupied or within 2 years of the commencement of the work on the site or such any other period as may be agreed in writing with the Local Planning Authority whichever is the sooner.

(24) 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. The management and maintenance plan shall include the arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure a safe and convenient access to/from the highway in the interests of highway safety.

(25) No development shall commence until measures are in place to extinguish the existing public right of way (footpath number 12) through the application site and to provide satisfactory alternative provision in the construction and operation of the development hereby approved and these measures have been submitted to and approved in writing by the local planning authority "PROW Measures". The PROW Measures approved under the provisions of this condition shall be adhered to in the construction and the operation of development hereby approved.

Reason: To safeguard users of the public right of way and to ensure that a satisfactory alternative route is provided.

Informatives

The Highway Authority shall not be responsible for any road surface water entering the site as the result of the development.

Any adjustments, re-siting and/or protection of any statutory services in the highway shall be his responsibility and carried out at his own expense.

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.

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.

The Highways Authority would require the following details to be submitted for approval before the works hereby approved are commenced:-

A full comprehensive and robust Traffic Management Scheme including:-

- i. The parking of vehicles for site operatives and visitors
- ii. Loading and unloading of plant and materials
- iii. Storage of plant and materials used in constructing the development
- iv. Wheel washing facilities (if appropriate)
- v. Hours and days of operation and the management and operation of construction and delivery vehicles.

It is a requirement under law to serve an abnormal load notice to police and to Highway and Bridges Authorities under "The Motor Vehicle (Authorisation of Special Types) General Order 2003".

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 result of this development.

Attach Welsh Water letter 02.10.2017

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.