

Rhif y Cais: **12C266H** Application Number

Ymgeisydd Applicant

Mr Dafydd Jones
c/o Watkin Jones Construction
21 Llandegai Industrial Estate
Bangor
Gwynedd
LL57 4YH

Cais i ddiwygio amodau (04) a (06) ar ganiatâd cynllunio rhif 12C266G i ganiatâu cyflwyno manylion lefelau slabiau arfaethiedig yr adeilad(au) a chynllun ar gyfer darparu a gweithredu system draenio dwr wyneb ar ôl cychwyn gwaith ar y safle yn

Application for the variation of conditions (04) and (06) on planning permission reference 12C266G to allow for the details of the proposed slab levels of the building(s) and a scheme for the provision and implementation of surface water drainage to be submitted following commencement of works on site at

A.B.C Power Marine, Gallows Point, Beaumaris



Planning Committee: 03/04/2013

Report of Head of Planning Service (DPJ)

Recommendation:

Permit

Reason for Reporting to Committee:

The application is reported to the committee because the Isle of Anglesey Council is the land owner.

1. Proposal and Site

Gallows Point area is located along the principle southern approach to Beaumaris adjacent to the A545.

Planning permission 12C266G was granted for the demolition and four existing units and the redevelopment of units 6a, 6b and 7-10, these units are now completed.

The application seeks to regularise the position as regards condition (04) slab levels and (06) surface water drainage and the details accompany this application for a variation of condition. Foul drainage is to be disposed of via a treatment plant which thereafter discharges to a soak away. Surface water from the development discharges into two soak-aways.

Plans are also submitted as part of this planning application which changing the door design, reducing the height of unit 10 and removing windows from the ground level at the rear of the development with a request that they are dealt with as a minor amendment.

2. Key Issue(s)

- Acceptability of the Slab Levels.
- Acceptability of the Foul & Surface Water Details.

3. Main Policies

Gwynedd Structure

D20 (Pollution)

D29 (Design)

Ynys Mon Local Plan

1 (General Policy)

5 (Design)

42 (Design)

Stopped Ynys Mon Unitary Development Plan

GP1 (Development Control Guidance)

GP2 (Design)

SG5 (Private Sewage Treatment Facilities)

SG6 (Surface Water Run Off)

Planning Policy Wales

Technical Advice Note 5 Nature Conservation and Planning

Technical Advise Note 12 (Wales): Design

Tan 15 Development & Flood Risk

4. Response to Consultation and Publicity

Local Member No observations received.

Community Council Comments awaited at the time of writing.

Drainage Drainage proposals appear satisfactory in principle but has requested porosity test details for the foul soak-away.

Building Control The proposals including drainage details have been subject to the building regulations approval.

Environment Agency Comments awaited at the time of writing.

Welsh Water Have no comments as the applicant intends utilising a private system, both on the foul and surface water.
We would advise that the applicant seeks the appropriate advice from the Building Regulations.

5. Relevant Planning History

The Gallows Point area has a lengthy planning history, notable amongst these are the following;

12C266 Construction of a marina and facilities building together with car park and boat storage area on an area Approved subject to a legal agreement and conditions 09.01.03.

12C266A Variation of condition (01) of planning permission 12C266 to allow a further 2 years to commence development. In abeyance, the applicant has indicated that they are updating the Environmental Statement.

12C266B Variation of condition (01) of planning permission 12C66 to allow a further 3 years to commence development. In abeyance, the applicant has indicated that they are updating the Environmental Statement.

12C266C Demolition of existing boat sheds & erection of new boat sheds together with alterations and extensions to petrol filling station shop Granted conditionally and subject to a legal agreement 18.04.11.

12C266D Demolition of existing boat sheds and erection of new boat sheds, together with alterations and extensions to the petrol filling station shop and fishing tackle shop and installation of treatment plant Granted subject to conditions and a legal agreement.18.04.11

12C266E/SCR Screening opinion for the demolition for the demolition of existing boat sheds & alterations & extension to the petrol station & fishing shop & installation of a private treatment plant. Determined 18.02.10
EIA not required.

12C266F Re-location of existing boundary fence to form an extension to the secure compound Granted conditionally 28.07.11.

12C266G Demolition of units 7 to 10 and erection of 4 sheds in place, alterations to existing building together with the construction of an amenity block Conditionally approved 01.08.12.

12C266J Application for variation of conditions (02), (06), (07), (08), (10), and (12) of planning permission
12C266D Withdrawn 18.03.13.

12C141T Re-development of gallow's point to provide for replacement of existing units and expansion of existing marine related facilities together with the construction of a new vehicular access Conditionally Approved 16.08.04

12C141W Erection of boat sales showroom and office Conditionally approved 26.07.07.

6. Main Planning Considerations

Finished Floor Levels

The Finished Floor levels are indicated on the submitted plans and are the levels are acceptable in visual terms in relation to that of the surrounding area.

Foul and Surface Water Details

The final comments of the council's Drainage Officer and those of the Environment Agency are awaited at the time of writing but it is understood that the foul and surface water details are acceptable in principle and have been subject to the Building Regulations.

Minor Amendment

The amendments to the elevations of the previously approved scheme are very minor as described in the introduction of this report. The proposed changes accord with the policies in relation to design listed above and the scheme and result in a high quality scheme.

7. Conclusion

The finished floor levels of the development are considered acceptable. The foul and surface water details are acceptable in principle but comments are awaited from the council's Drainage Officer and the Environment Agency.

The changes to the elevations are considered acceptable it is recommended that they are dealt with as a minor amendment to planning application 12C266G.

8. Recommendation

Recommendation 1

Subject to the comments of the council's Drainage Officer and the Environment Agency that planning permission is **approved** subject to the following 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 (as amended).

(02) The development shall only be used as for B1, B2 or B8 purposes under the provisions of the Schedule to the Town and Country Planning (Use Classes) Order 1987(as amended) or any Order revoking or re enacting that Order.

Reason: To define the scope of this permission to ensure that inappropriate uses do not take place

Recommendation 2

The drawing number 4063 – 04 Rev C3 “Proposed Plan & Elevations” is dealt with as a minor amendment of planning application 12C266G.

Rhif y Cais: 40C48E/EIA Application Number

Ymgeisydd Applicant

**Mr Peter Guscott
c/o Mr Aaron Parry
Opus International (UK) Ltd
Modulus House
Salternes Lane
Fareham
Hampshire
PO16 0QS**

Dymchwel yr adeilad bad achub a llithrfa
presennol ynghyd a chodi adeilad bad achub a
llithrfa newydd yn

Demolition of the existing life boat house and
slipway together with the construction of a new life
boat house and slipway at

Lifeboat Station, Moelfre



Planning Committee: 03/04/2013

Report of Head of Planning Service (MTD)

Recommendation:

Permit

Reason for Reporting to Committee:

The application is presented to the Planning Committee as it is the subject of an EIA

1. Proposal and Site

The application site is located in a prominent location on the coastline and within the area of outstanding natural Beauty.

The application is made to redevelop the existing RNLI lifeboat station with a more substantial building. The development would accommodate a larger "Tamar" class offshore lifeboat.

The existing RNLI building is of a traditional pitched slated roof design. The proposal subject this application entails developing a building of a more modern design with curved roof structure.

It is proposed to utilize the Seawatch centre for material deliveries and these will be transferred to the site in smaller vehicles additional materials will arrive at the site via sea access.

The application is accompanied by an Environmental Statement which has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 as amended. Sections set out in the statement include;

Coastal processes
Water and sediment quality
Marine and coastal ecology
Marine mammals
Terrestrial ecology
Commercial fisheries
Landscape and visual setting
Archaeology and heritage
Traffic and transportation
Noise and vibration
Recreation, tourism and public access

The Environmental Statement along with the Development Plan has provided the foundation upon which this application has been determined and has been the subject of consultation to various parties who have commented on the scheme.

2. Key Issue(s)

- Consideration of matters raised in the Environmental Statement
- Appropriateness of the scale, massing, design and external materials in this prominent location in the Area of Outstanding Natural Beauty.
- Access to the development

3. Main Policies

Gwynedd Structure Plan

D1 Area of Outstanding Natural Beauty

D4 Siting and Design
D5 Coastal Development
D28 Natural Mineral Slate
D29 High Standard of Design
FF11 Traffic Generation
FF15 (Pedestrian Requirements)

Ynys Mon Local Plan

1 General Policy
30 Area of Outstanding Natural Beauty
33 Nature Conservation
35 Nature Conservation
42 - Design

Stopped Ynys Mon Unitary Development Plan

GP1 Development Control Guidance
GP2 Design
EN1 Landscape Character
EN2 Area of Outstanding Natural Beauty
EN4 Biodiversity
EN5 International Sites

Planning Policy Wales (2012)

Technical Advice Note 5 (Wales) Nature Conservation and Planning (2009)

Technical Advice Note 12 (Wales) Design (2009)

Technical Advice Note (Wales) 14 Coastal Planning (1998)

Technical Advice Note 18 (Wales) Transport (2007)

Technical Advice Note (Wales) 22 Sustainable Buildings (2009)

4. Response to Consultation and Publicity

Local Member: No comments

Highways: Conditions and comments regarding the public foot path. This matter is currently being discussed.

Drainage: The proposal is to connect foul drainage from the development to the existing public sewer system and confirm that this is acceptable in principle.

Environmental Services: No observations

Built Environment: Following the previous applications consideration and the recommendation of refusal on design/impact grounds the proposals have been the subject of negotiations. The scheme the subject of this application has now been amended taking into account original concerns and as such is now considered acceptable and appropriate.

Environment Agency: No objection and comments

Environmental Adviser: No objection recommendations should be followed.

Welsh Waste: Conditions

Countryside Council for Wales

In previous correspondence which CCW have again referred to they state;

“CCW” does not object to the proposal, however we do have the following advice to avoid any adverse impacts on protected species:

It is understood that the Construction Method Statement (CMS) and Environmental Management Plan (EMP) are to be produced following planning consent being granted and if this is to be conditioned “CCW” should be consulted.

The Isle of Anglesey Council must consider the proposal under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 and should undertake a test of likely significant effects as required under regulation 61. However, they are of the opinion that as long as the measures specified in the Environmental Statement and in the additional information are adhered to then significant effects on the SAC/SPA are unlikely.

Noted that a bio security risk assessment and the inclusion of appropriate prevention measures to avoid bringing invasive alien species to the site will be fully covered in the EMP, but state that all barges should be thoroughly washed before entering the SAC.

The development is sited within the Anglesey Area of Outstanding Natural Beauty (AONB) where the primary objective is the conservation and enhancement of natural beauty. In view of this the council is remind of its duty under section 85 of the Countryside and Rights of Way Act 2000 which requires local authorities to have regard to the purposes of conserving and enhancing the natural beauty of the AONB.

The following comments are made by CCW’s landscape architect:

The visual mass and architectural style may be an issue in relation to the proposal having regard to the character of the coastal village. A building in this location will be prominent (a local land mark on the coastal path) and surrounding landscape and visual receptors will be sensitive.

In its non-technical summary, the LIVA says:

“The effects would be adverse ranging from negligible to major depending on receptor location. Upon completion the effect of the proposal would be to make the narrow undeveloped coastal strip feel more developed. The reaction to the architecture and style of the building would be subjective with the adverse effect generally ranging from none to minor depending on the receptor location”.

And later (page 99) the LVIA states:

“The use of a contemporary maritime style rather than traditional masonry vernacular (on account of the reasons cited above) would not strengthen historic character but would nevertheless be sympathetic to and potentially strengthen maritime character”.

The proposed new building would appear “top heavy” on its plinth, and as such would appear as a clumsy imposition. The design, whilst not unappealing in itself, is characteristic of many new buildings today (sports halls, schools and small industrial units etc) and as such could be perceived as over standardised and not responding sufficiently on the intrinsic historic or natural characteristics of the rural coastal village within which it would be set.

This does not rule out a contemporary design.

Proposals for mitigation are welcomed but:

1. they are limited to the car park and setting.
2. are dependent on agreement with a land owner; and
3. are expressed as suggestions rather than firm commitments (“Could” rather than “would”).

Part of the development area is within the Coedydd Nant y Perfedd and Traeth Lligwyd Wildlife Site and the council should consult their Environmental Adviser.

In their latest response to the current application it is stated that CCW wish to be consulted on the Construction Method Statement and Environmental Management Plan which should be conditioned.

Furthermore, they do not object to the proposal on the grounds of landscape and visual impacts.

Ministry of Defence No objections

5. Relevant Planning History

40C48 Installation of underground fuel oil pipelines and modifications to boat house and slipway Conditionally approved 07.07.1986.

40C48A Alterations and Extensions Conditionally approved 26.09.91

48C48B/SCR Screening opinion for the erection of a new lifeboat station EIA Required 09.05.08.

48C48D/EIA Erection of a new lifeboat station withdrawn

6. Main Planning Considerations

Principle of Development

Section 38(6) of The Planning & Compulsory Purchase Act 2004 states “Where, making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan for Anglesey comprises the approved Gwynedd Structure Plan (approved November 1993) and the adopted Anglesey Local Plan (adopted December 1996).

On 1st December 2005 the County Council voted to implement the transitional arrangements set out in the LDP Wales regulations and to “stop work” on the Ynys Môn Unitary Development Plan (UDP). The deposit plan of 2001, as amended by the Inspector's report, remains a material planning consideration carrying weight commensurate to the stage it reached. This plan has reached a late stage in its preparation, but it does carry less weight than the development plan.

The application site is located outside the settlement boundary of Moelfre in both the Môn Local Plan (December 1996) & the Stopped Ynys Môn Unitary Development Plan (December 2005). It is also located within an Area of Outstanding Natural Beauty which is considered further in the next section of this report.

The application site comprises an existing developed site with lawful use as a lifeboat station. In this regard the principle of the development is considered acceptable.

Objections received have queried the need for a larger lifeboat station and the type of offshore lifeboat which would be housed in the development. Other objectors also queried why such a larger a boat could not be accommodated in Amlwch or Beaumaris. In response the RNLI have explained that the introduction of this

class of offshore boat is fundamental to their strategic plan and that the Moelfre Station covers the important shipping route to and from Liverpool.

The Environmental Impact Assessment undertaken to investigate the potential environmental effects of the proposed development has also been considered at length, the main points of which have been highlighted earlier in this report. With the findings in mind along with consultation responses received it is not considered that such harm will be caused as to warrant the refusal of the proposals.

Area of Outstanding Natural Beauty

The application site is located within the Anglesey Area of Outstanding Natural Beauty where the primary objective is the conservation and enhancement of their natural beauty.

The coastal footpath leads directly passed the lifeboat station.

Whilst the building is of a modern design having regard to the existing built form and the landscape it is considered that a building of this type could be accommodated here.

Following the changes made to the scheme the proposals are now considered acceptable and meet the strict controls and requirements for development in such sensitive locations.

Access to the development and consequent impacts on occupants of adjacent residences

The road leading to the application is severely narrow and bounded by residential properties. Objections have been received as regards the impacts on the amenities of occupants of these properties and the potential for damage and vibration

It is proposed to use land at the Seawatch Centre to receive delivery of materials and then transport them to the site by smaller vehicles. This matter has been assessed in the Environment Statement and the Highways Authority do not object. A condition regarding traffic management will be attached to any Decision Notice to ensure that any traffic impacts are kept to a minimum. At the time of writing this report the applicants agents are discussing the implications regarding footpaths including the Coastal Path. Any matters relating to this will be reported verbally as necessary.

7. Conclusion

The previous application for a new Boathouse identified the design of the building as being a reason to refuse that application. As explained elsewhere in this report negotiations have taken place and a revised scheme is now presented which is considered acceptable in this location.

In addition to the acceptance of the physical built form of the building all material considerations have been taken into account in the determination of this application and the formulation of a recommendation.

8. Recommendation

Permit

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

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

(02) Prior to the commencement of works a Construction Method Statement and Environmental Management Plan shall be submitted to the LPA for its written approval

Reason: To ensure an satisfactory form of development

(03) No development shall be permitted until the written approval of the LPA has been obtained in relation to the site compound location, traffic management scheme, vehicle washing facilities (if appropriate) hours and days of operation and the management and operation of construction vehicles, the works shall be carried out strictly in accordance with the approved details

Reason: In the interests of amenity.

(04) Foul water and surface water discharges must be drained separately from the site.

Reason: To protect the integrity of the public sewerage system.

(05) No surface water shall be allowed to connect either directly or indirectly to the public sewerage system unless otherwise approved in writing by the local planning authority.

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

(06) Land drainage run-off shall not be permitted to discharge either directly or indirectly into the public sewerage system.

Reason: To prevent hydraulic overload of the public sewerage system and pollution of the environment.

(07) Trade samples of all external materials to be used shall be submitted to the LPA prior to works for its written approval

Reason: In the interests of amenity.

9. Other Relevant Policies

Gwynedd Structure Plan
FF12 (Parking Standards)

Ynys Môn Local Plan
26 (Parking)

Stopped Anglesey Unitary Development Plan
TR10 (Parking Standards)

Isle of Anglesey Design Guide (2008)

Technical Advice Note 11 (Wales) Noise (1997)

Technical Advice Note 15 Development and Flood Risk (July 2004)

10. Other Non-Material Issues Raised

15 letters of support and 10 objection have been received points raised include;

Could there be further delay after planning permission granted

If access is made between seawatch and the site it can hardly be temporary if for 2 years

What arrangements for local residents parking

The Welsh Water project small in scale has caused significant disruption

Other projects have taken 2 years not 18 months as the RNLI state

Letters sent in do not represent the opinions of other residents

It looks like a nissen hut/cowshed and in an AONB

It is out of character

The seaward side of the building is too low

There is an alternative boat which could be used and in the existing building

Why is such a large building needed

Next they will need to widen the roads as all the crew live outside the area

It can be dangerous with call outs with cars speeding to the boathouse

The building is too high

Which other locations did they look at and who advised them

The building will be completely out of character features do nothing to blend in or suit the local area or properties

Access on south elevation is extremely exposed and will be dangerous may cause injury to public

Is incorrect that the station is manned by crew from local community and incorrect that there can be 2 lifeboats out at a time

Shannon class boat more appropriate

Little effort by RNLI to reduce the development or work with the local community

There will be danger to visitors what provision is there for the disabled

The new boat should be moored afloat at Amlwch and cost savings would be made

In the 18 month period when the existing boathouse will be demolished it will be dangerous to use the swinging mooring proposed

There will be major disruption to local and damage to properties

The coastal path will be closed and this will put people off visiting the village

Local builders will not benefit

RNLI have already ordered the boat placing pressure on the planning dept

Rhif y Cais: 46LPA972/CC Application Number

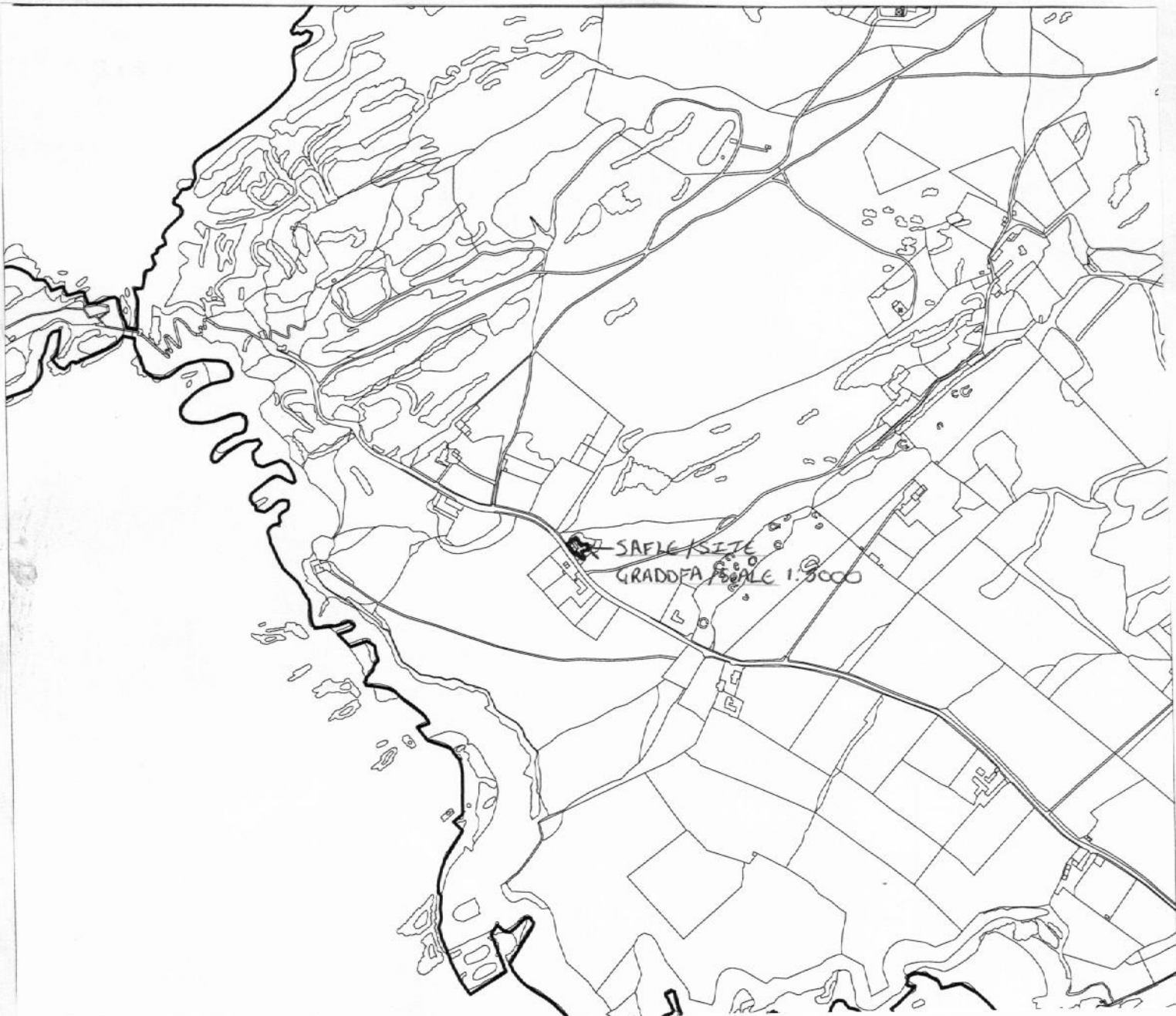
Ymgeisydd Applicant

**Head of Service (Waste Management)
c/o Mr Dafydd Edwards
Architectural Services Department
Property Department
Isle of Anglesey County Council
Llangefni
LL77 7TW**

Cais llawn ar gyfer newid defnydd yr hen gyfleusterau cyhoeddus i annedd yn

Full application for the conversion of the former public convenience into a dwelling at

South Stack Public Convenience, South Stack, Holyhead, LL65 1YH



Planning Committee: 03/04/2013

Report of Head of Planning Service (SCR)

Recommendation:

Permit

Reason for Reporting to Committee:

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

1. Proposal and Site

The application is a full application for the change of use of the former public convenience into a residential dwelling together with alterations and extensions thereto.

The site lies within the designated Area of Outstanding Natural Beauty and is situated between Holyhead and Trearddur Bay. The building lies fronting South Stack Road. The land to the rear and sides of the application site are designated as a Site of Special Scientific Interest and Special Area of Conservation.

The building has been closed to the public since May 2011 as part of a savings scheme by the local authority. There is an RSPB café nearby which has toilet facilities for visitors.

2. Key Issue(s)

The applications key issues are whether the proposal complies with Policy 55 of the Ynys Môn Local Plan and Policy HP8 of the stopped Unitary Development Plan, will the proposal affect the surrounding landscape which is designated as an Area of Outstanding Natural Beauty and whether the proposal will affect the amenities of the occupants of the surrounding properties.

3. Main Policies

Ynys Môn Local Plan

Policy 1 – General Policy

Policy 30 – Landscape

Policy 33 – Nature Conservation

Policy 42 - Design

Policy 55 - Conversions

Gwynedd Structure Plan

Policy D1 – Area of Outstanding Natural Beauty

Policy D4 – Location, siting and design

Policy D10 – Nature Conservation

Policy D28 – Design

Policy D29 – Design

Stopped Unitary Development Plan

Policy GP1 – Development Control Guidance

Policy GP2 – Design

Policy HP8 – Rural Conversions

Policy EN2 – Area of Outstanding Natural Beauty

EN5 – International Sites
EN6 – National Sites

Technical Advice Note 5: Nature Conservation

Technical Advice Note 12: Design

Supplementary Planning Guidance – Design Guide for the Urban and Rural Environment.

4. Response to Consultation and Publicity

Local Member – No response to date

Community Council – No objection

Welsh Water – No response to date

Highways – No response to date

Drainage – Requested further information.

Countryside Council for Wales – Standard comments

RSPB – No response to date

The application was afforded three means of publicity. These were by the posting of a notice near the site, the serving of personal notifications on neighbouring properties and the publication of a notice in the local press. The latest date for the receipt of representations was the 11th March, 2013. At the time of writing this report no letters of representation had been received at the department.

5. Relevant Planning History

None

6. Main Planning Considerations

Policy Context – Policy 55 of the Ynys Mon Local Plan and Policy HP8 of the stopped Unitary Development Plan allow the conversion of existing outbuildings into holiday or residential use provided the criteria of the policies are met. Planning Policy Wales identifies a preference of the re-use of land in preference to greenfield sites but recognises that 'not all previously developed land is suitable for development'.

A Structural Report has been submitted as part of the application and confirms that the building can be converted into a residential unit without the need for any demolition or strengthening works except where new openings are proposed.

The proposal involves the erection of a small extension at the rear of the existing building in order to provide bathroom and utility facilities.

Due to the above the building is considered suitable for its conversion into a residential dwelling and complies with current policies and guidelines.

Affect on surrounding landscape - The application site is located within an Area of Outstanding Natural

Beauty (AONB). It is a statutory designation that recognizes its importance in landscape quality and nature conservation terms.

The primary objective for an AONB designation is the conservation and enhancement of their natural beauty. Local authorities have a statutory duty to have regard to AONB purposes and development control decisions affecting AONB's should in the first instance favour conservation of natural beauty.

The ground level of the land immediately to the rear and sides of the application site are higher than the floor level and curtilage of the proposed dwelling which will reduce the impact of the dwelling on the surrounding area. The re-use of the building as a residential dwelling will ensure that the existing building is maintained and does not fall into a state of disrepair.

Affect of proposal on amenities of neighbouring properties – The proposed dwelling is situated more than 30 metres away from the immediate neighbouring property. Due to these distances the proposal will not affect the amenities currently enjoyed by the occupants of the dwelling.

7. Conclusion

The proposal complies with current local and national policies and will not have a detrimental impact on the surrounding landscape or on the amenities of the occupants of the neighbouring properties.

8. Recommendation

Permit

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

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

(02) The provisions of Schedule 2, Part 1, Classes A, B, D and E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order re-voking or re-enacting that Order) are hereby excluded.

Reason: In the interests of the amenity of the designated landscape.

(03) No development shall commence until full details of the means of site enclosure together with details of all hard and soft landscape proposed have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented during the first planting season following the occupation of the building or the completion of the development, whichever is the sooner.

Reason: In the interests of the amenity of the designated landscape.

(04) 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 site's boundary with the adjoining highway and nothing exceeding this height erected within 2m. of the said wall.

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

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

(06) The access shall be completed with asphaltic/concrete surface for the first 5 metres 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.

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

(07) No surface water from within the curtilage of the site to discharge onto the County Highway. The drainage of the highway at the access along the frontage to be carried out to the requirements of the Highway Authority before any work on the remainder of the development is commenced.

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

(08) The carriageway edge fronting the access shall be strengthened by means of 125 x 150mm bullnosed kerbs laid in accordance with the 'Technical Requirements'.

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

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

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

(10) The development permitted by this consent shall be carried out strictly in accordance with the plan(s) submitted on the 07:02:13 and 22:02:13 under planning application reference 46LPA972/CC.

Reason: For the avoidance of doubt.