

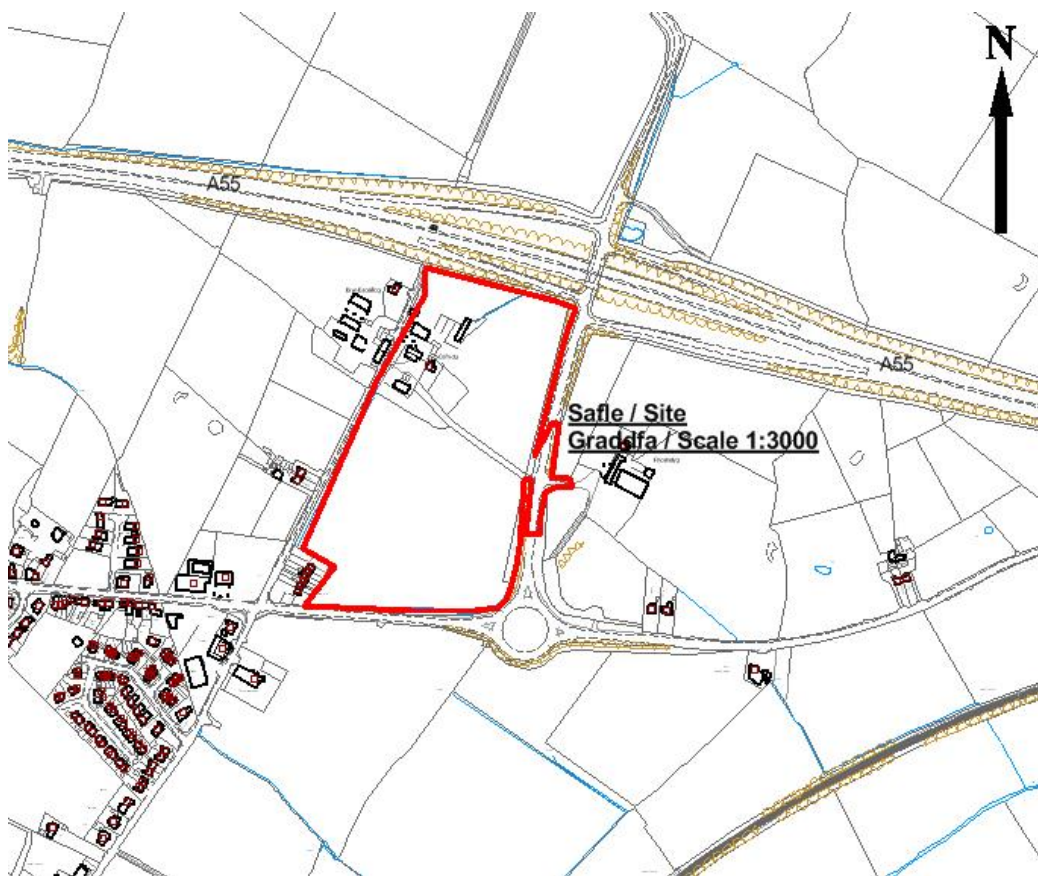
Rhif y Cais: **33C304B/ECON** Application Number

Ymgeisydd Applicant

**Menai Science Park**

Cais amlinellol gyda rhai materion wedi eu cadw yn ôl ar gyfer dymchwel fferm presennol, codi parc gwyddoniaeth, creu maes parcio ynghyd a chreu mynedfa newydd i gerbydau yn / Outline application with some matters reserved for the demolition of the existing farm, erection of a science park, creation of a car park together with the creation of a new vehicular access at

Junction 7 of the A55 (wrth ymyl / near Cefn Du), Gaerwen



## **Planning Committee: 13.05.15**

### **Report of Head of Planning Service (DFJ)**

#### **Recommendation:**

Permit

#### **Reason for Reporting to Committee:**

Gwneir y cais ar dir ym mherchenogaeth y Cyngor

#### **1. Proposal and Site**

The application is in outline form with all matters reserved for future determination apart from the site access.

The application entails the demolition of the existing farm outbuildings, retention of the existing farmhouse and development of new floorspace to create a Science park. The development comprises the following elements;

- 22,703 sqm of floorspace, split across eight buildings being 2 and 3 stories in height.
- Associated access and gatehouse.
- Car parking
- Landscaped open space.

The development seeks to provide suitable accommodation in research and development activities connected with projects associated with renewable energy and environmental technologies

The developer intends to be on-site by Summer 2016 completing the first phase (comprising initial infrastructure, services and 'hub' building) by 2017.

It is anticipated that remainder of the development will take approximately 10 years to complete and will be phased in response to market demand.

The following supporting information has been submitted with the application;

- Planning & Regeneration Statement.
- Design & Access Statement.
- Statement of Community Consultation.
- Welsh Language Impact Assessment.
- Economic Impact Assessment.
- Transport Assessment.
- Travel Implementation Plan.
- Framework Green Travel Plan.
- Phase 1 Ground Conditions Report.
- Archaeological Assessment.
- Noise Assessment.
- Landscape & Visual Impact Assessment.
- Flood Consequences Assessment.
- Ecology Assessment and Bat Conservation Strategy/Mitigation Methodology.
- Arboricultural Assessment.
- Low & Zero Carbon Technology Study.

-Agricultural Land Classification Report.

The application also includes the Heads of Terms of a draft Section 106 Obligation to enhance the accessibility of the site as follows;

- Financial contribution to facilitate bus stop improvements.
- Monetary contribution towards the construction of a pedestrian and cycle link on the southern side of the A5.

The site occupies approximately 7-8 hectares of open agricultural land towards the north eastern end of the village of Gaerwen. A farmhouse and associated group of outbuildings are located in the north-west corner of the site.

The site is located off junction 7 of the A55 and is bounded on all sides by roads: the A55 to the north, the A5152 to the east, the A5 to the south and an access road to the west.

Access is proposed via a new roundabout on the A5152 highway linking junction 7 of the A55 with the A5 and the village.

It is considered useful at the outset to briefly describe what is meant by a 'Science Park' and to explain how it is different from general employment activity. The 'Planning & Regeneration Statement' submitted with the application is helpful in this respect and explains;

The 'United Kingdom Science Park Association' defines a 'Science park' as;  
'A science park is a business support and technology transfer initiative that;

- Encourages and supports the start-up and incubation of innovation-led, high growth, knowledge-based businesses.
- Provides an environment where larger and international businesses can develop specific and close interactions with a particular centre of knowledge creation for their mutual benefit.
- Has formal and operational links with centres of knowledge creation such as universities, higher education institutes and research organisations.'

The statement goes on to explain that floorspace is provided (office, laboratory and workshops) and made available on a flexible basis to suit targeted occupier requirements. They are often focused and branded around a sector, or specific set of science related activities, and it is the role of Science Park managers to implement tenant selection policies. In addition managers interact with both educational institutions and private sector businesses in this field to ensure the right occupiers are accommodated.

It is further stated that some of the business benefits of physical clustering of like-minded businesses includes product development, innovation, networking and day to day factors including shared facilities and meeting opportunities. The creation of an environment which encourages informal and impromptu collaborations is seen as key in fostering innovation and growth.

A further key factor in their success is creating the correct physical environment to encourage branding, interaction and innovation – where high quality design of individual buildings, shared spaces and landscaping of the site is necessary i.e. an attractive setting.

It is also advised that European Commission (EC) guidance indicates that a common feature of successful Science Parks is the high proportion of Small & Medium Enterprises (SME's) accommodated and as a consequence typical services provided through the provision of space and management include; shared meeting rooms; social/recreational facilities; café; secretarial services;

legal and intellectual property rights advice; funding advice; support for future growth and expansion; and networking opportunities.

A clear relationship with Universities or educational facilities also distinguishes this type of development from other general employment development and the EC's review identifies the importance of involvement of Universities to their operation and success and that given this role and focus Science Parks have a strong local base in terms of occupiers.

The applicants advise that the focus of this Science Park will be on energy, environment and clean technology, building upon the University's existing faculties, and aligning it with the Council's Energy Island Programme which aims to put Anglesey at the forefront of low carbon technology industries.

## **2.Key Issue(s)**

Whilst an application of this type and scale will inevitably raise a wide and diverse range of issues I have distilled what I consider to be the main ones as follows;

Whether or not there is a policy framework that enables the site to be released for the proposed development; and should this be the case is it accepted that the site selection criteria is robust and that the development will deliver the economic benefits claimed ?

Following on from the above;

Does the development constitute 'sustainable development'?

And;

What controls over use can be applied so as to distinguish the Science Park from other general employment sites?

Finally;

Are there any site specific environmental or technical constraints that would prevent the development of the site?

## **3. Main Policies**

### **Gwynedd Structure Plan**

Strategic Policies 1-6

People & Jobs policies B1,B2,B6,B7,B8,B9

Energy Policies C7,C8

Environmental Policies D4,D7,D15,D19,D20,D22,

D29,D32,D33

Transport Policies FF1, FF9,FF11, FF12, FF15,FF16,FF17, FF18

### **Ynys Mon Local Plan**

1. General

2. New jobs

5. Design;

23. Public Transport

24. Amlwch Branch Railway

26. Car Parking

28. Tidal inundation and river flooding

- 31 & 32 Landscape
- 35. Nature Conservation
- 39. Archaeology
- 41. Conservation of Buildings
- 42. Design
- 45. Renewable Energy
- 49. Defined Settlements.

### **Stopped Unitary Development Plan**

- PO1. Employment
- PO2. Settlement Strategy & Hierachy
- PO3. Language & Culture
- PO4. Integrated Transport & the Location of Development
- PO8. Environment
- PO8 b). Energy Developments
- GP1. Development Control Guidance
- GP2. Design
- EP1. Land for Employment
- EP2. Protection of Employment Land.
- EP4. Other Employment Opportunities and Rural Diversification
- EP6. Reuse of Buildings
- EP18. Renewable Energy
- TR1. The Road Hierarchy
- TR4. Public Transport
- TR6. Lein Amlwch
- TR9. Walking, Cycling & Horse Riding
- TR10. Parking Standards
- TR13. Traffic Management
- TO14. Amenity Space
- EN1. Landscape Character
- EN4. Biodiversity
- EN12. Archaeological Sites & the Historic Environment.
- EN13. Conservation of Buildings
- EN14. Tree Preservation Orders & Hedgerows
- EN15. Projects
- EN16. Landscape Features of Major importance for flora & fauna
- SG2. Development & Flooding
- SG3. Controlled Waters
- SG4. Foul Sewage Disposal
- SG6. Surface Water Run Off
- SG7. Noise
- SG8. Air Quality

**Emerging JLDP** -The deposit version has just undergone public consultation. Whilst the site is allocated under policy CYF1 for use as a Science Park It is not anticipated that an Inquiry into the Plan will be held before April 2016 and adoption is unlikely before December 2016 it is not considered therefore that weight can be attributed to this emerging policy at this stage. However, the evidence base used in the plan's preparation is considered to be relevant.

### **Planning Policy Wales Edition 7 (2014)**

### **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 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 (2013)**

**Technical Advice Note 23: Economic Development (2014)**

**Wales Spatial Plan (2008): Section 17-North West Wales-Eryri a Môn.**

**Supplementary Planning Guidance - Design Guide for the urban and rural environment**

**Supplementary Planning Guidance – North Wales Regional Planning Guidance (2002)**

**Supplementary Planning Guidance-Parking Standards (2008)**

**Supplementary Planning Guidance – Planning & the Welsh Language (2007)**

**Supplementary Planning Guidance – Planning Obligations ( Section 106 Agreements) (2008)**

**Supplementary Planning Guidance – Design in the Urban & Rural Environment (2008)**

**Supplementary Planning Guidance – New Nuclear Build at Wylfa (2014)**

#### **4. Response to Consultation and Publicity**

Consultations were issued on the 12.12.2014 and responses received can be summarized as follows;

**Councillor Victor Hughes** – No reply at time of writing.

**Councillor Hywel Eifion Jones** - No reply at time of writing.

**Community Council-** The Community Council supports the principle of establishing a Science park and the economic advantages it will bring but object to the current proposal. Objections can be summarised as follows:

- Consider that the consultation process has been insufficient.
- Would lead to an overprovision of employment land in Gaerwen.
- Would constitute a prominent and incongruous intrusion into the countryside.
- Concerns that the proposal would lead to further development of land to the north of the village.
- Consider that archaeological and nature conservation interests would be compromised.
- Visual impact on neighbouring properties and loss of views of Snowdonia.
- Unsuitability of site access and detrimental impact on traffic congestion in Gaerwen.

- Concern that there is insufficient sewerage capacity available.
- Concern regarding suitability of proposed Surface Water Drainage systems.
- Reservations regarding the number of 'youngsters of Anglesey' that would be employed.
- Concern regarding loss of agricultural land.
- Concern that the development will have a detrimental impact on the tourism industry.

**Councils Economic & Community Regeneration Service** – Confirm that they are content with the level of detail provided in relation to the potential economic benefits associated with the development.

**Joint Planning Policy Unit** – Set out the national and local policy context, gives guidance on the most relevant policies and discusses the main policy considerations to be taken into account.

**Council's Public Rights of Way officer** – No reply at time of writing, however it is relevant to note that no public right of way exists within the site.

**Gwynedd Archaeological Planning Service** – Confirm that there has been an on-going pre-application dialogue with the developer and whilst acknowledging that thus far indications are that no nationally important archaeological remains are present require that a program of archaeological work be put in place prior to development commencing. Standard planning conditions are recommended in this respect.

**Dwr Cymru/Welsh Water** – In respect of sewerage confirm that they are working with the developer to secure a solution that effectively drains each phase of the development. At present sufficient capacity exists in the sewer network to accommodate the first phase of the development (comprising of 5,000 sqm floor-space). Further assessment is underway to assess the remaining phases and a system 'upgrade' may be required prior their development. This assessment is expected to be completed by September 2015.  
In respect of water supply no objections are raised and a water supply can be made available to serve the development.

**North Wales Police**- No reply at time of writing.

**Welsh Government Department for Economy, Science & Transport** – Advise in their capacity as highway authority for the A55 that they are content subject to the imposition of conditions.

**RSPB** – No reply at time of writing.

**Cadw** – No reply at time of writing.

**Council's drainage section** – Confirm that the site is within an area served by public sewer systems and that the design philosophy for the foul and surface water drainage schemes are acceptable in principle and require that detailed design and construction proposals will need to be submitted with any future detailed planning application(s).

**Council's Highways section** – Confirm that they have no objection in principle, subject to conditions relating to submission of further details prior to construction, and S106 obligation requiring bus stop improvements and pedestrian/cycle links etc. in the vicinity of the site.

**Natural Resources Wales** – Divide their comments into 3 subject headings, Flood Risk, Contamination and Biodiversity as follows;

Confirm general agreement with the content of the submitted Flood Consequences Assessment and

advises that additional investigations be carried out to address any further flood/drainage issues.

With regard to pollution confirm that the controlled waters at the site are of low environmental sensitivity and recommend that the relevant principles and policies governing land contamination and sustainable drainage systems be followed.

The commitment to biodiversity enhancement is welcomed and it is not considered that the development is likely to have a significant impact upon protected species. Further surveys are recommended to fully assess impacts of any future applications.

**Council's Built Environment & Landscape Section**- Conclude that any landscape effects will be local to the site and that mitigation can be built into the layout of the development and that the phased nature of the development will further reduce impacts.

**Council's Ecological Advisor** – Is content with the development and the 'Bat Conservation Strategy/Mitigation Methodology' that has been prepared by the developer.

**Council's Environmental Health Officer** - Divide their comments into 3 subject headings Environmental Protection, Noise and Contaminated land as follows;

Suggest appropriate planning conditions to control potential nuisance from construction works and recommend that an artificial light assessment is carried out to assess potential impacts on nearby properties.

Suggests planning conditions setting noise limits and confirm that such noise levels would not have any detrimental or adverse acoustic impact upon the area.

Accepts the information provided with the application that based upon the historical agricultural use of the land the site is considered to be of low risk in terms of land contamination.

**Ministry of Defence** - No objections providing that a planning condition regulating the design details of any proposed wetland/water bodies is attached to any permission.

**Public Consultation** – As a result of statutory publicity carried out in the form of a press advert, the display of site notices and individual letters to those properties most directly impacted the following responses have been received;

16 individual letters of support that can be summarized as citing the economic benefits to the local economy and the appropriateness of the site.

1 letter neither objecting nor supporting the development but makes a series of points concerning the long term financial viability of the scheme.

1 letter of objection stating that the village of Gaerwen is an unsuitable location and that the development will be prominent in the landscape, lead to a loss of agricultural land and cause traffic and surface water problems.

**Conclusions on Consultation and Publicity responses:** Objections raised are restricted to those made by the Community Council and one local resident. Notwithstanding that these issues are discussed within the main body of the report it is considered that any outstanding issues can be dealt with via conditions and/or Section 106 Obligations.



## 5. Relevant Planning History

33C304/SCR- Screening Opinion for a Science Park on land at Junction 7 of the A55, Cefn Du, Gaerwen. EIA not required 09.09.2014.

33C304A/SCR – Screening Opinion for a Science Park on land at Junction 7 of the A55, Cefn Du, Gaerwen. EIA not required 08.01.2015

## 6. Main Planning Considerations

### **Is there a policy framework that enables the site to be released for the proposed development?**

Part 38(6) of the Planning & Compulsory Act 2004 requires that applications for planning permission must be determined in accordance with the statutory development plan unless material considerations indicate otherwise. The adopted statutory development plan for Anglesey currently comprises of the Gwynedd Structure Plan (1993) and the Ynys Mon Local Plan (1996). In 2005 the Council chose not to adopt the Unitary Development Plan; however it remains a material consideration when determining planning applications.

Gaerwen is recognized as a defined settlement in the local plan and as a secondary center in the stopped unitary development plan and the site lies outside development boundaries as shown in these plans and is not allocated.

Planning Policy Wales sets out the position where the development plan is outdated; such as is the position on Anglesey and advises that in these circumstances local planning authorities are to give them decreasing weight in favour of other material considerations, such as national planning policy that requires Local Planning Authorities to shift towards a low carbon economy and establishes a presumption in favour of sustainable development.

At present the Anglesey County Council in partnership with Gwynedd County Council have begun the process of preparing a Joint Local Development Plan where the deposit version has just undergone public consultation. Whilst the site is allocated under policy CYF1 for use as a Science Park It is not anticipated that an Inquiry into the Plan will be held before April 2016 and adoption is unlikely before December 2016 it is not considered therefore that weight can be attributed to this emerging policy at this stage.

Nevertheless, the site has been identified as an Enterprise Zone by the Welsh Government in order to support the Council's Energy Island Programme which aims to put Anglesey at the forefront of low carbon technology industries. In addition the Council's adopted SPG 'New Nuclear Build at Wylfa' in Policy GP 30 relating to the A5/A55 corridor identifies the Science park as a development with potential to be associated with Wylfa, to take place along the A55 Corridor. The Science Park and connections with Bangor University is anticipated to contribute towards establishing the Island as a center of excellence for low carbon energy. The SPG states that the preferred location for the Science Park is a strategic site located at Junction 7 of the A55. Clearly, these factors are material considerations that carry some weight.

Whilst accepting that the development plan is dated it is clearly material to have regard to it. Policy 2 therein allocates and protects a series of sites, including some at Llangefni and Gaerwen for employment development (as does Policy EP1 of the Stopped Unitary Plan) several of which remain undeveloped; Cattlebreeding Centre and Lledwigan, at Llangefni and the Extension to the Gaerwen Industrial Estate.

The current proposal does not entail the development of these sites. However, current local policy and national policy advice is sufficiently flexible to allow for an increase/change in demand. For example, both Policy 2 of the local plan (and Policy EP4 of the Stopped Unitary Development Plan) can be used to support employment development on other sites within or on the edges of recognized settlements provided that they are of a scale and type which is compatible with the surrounding area and compatible with other plan policies.

As this site is located on the edge of a recognized settlement it is considered that there is a policy framework in place that can be used to support the current proposal.

### **Is it accepted that the site selection criteria is robust?**

Paragraph 4.5.1 of TAN 23 states that;

'LDP employment land targets should aim to ensure that planning meets the demand for land, so that economic growth is not constrained by lack of land. However, demand does not have to be met in the local planning authority area in which it arises. Much of the demand for employment land is footloose across administrative boundaries. Authorities should work together to steer development to the locations which are the most sustainable and efficient (both when allocating sites for the LDP and when dealing with proposals for development). Therefore demand which cannot be met sustainably in the area where it arises should be met in neighbouring areas, and planning authorities should work together to accommodate demand which is not tied to particular areas'

It is important therefore to consider whether or not we accept that the chosen site for the Science Park is a sustainable one and also whether we agree with the site selection exercise carried out. As advocated by TAN 23 a sequential approach to site selection has been used looking at allocated employment sites within urban boundaries and then sites adjacent to urban boundaries. The Search Area encompassed both Anglesey County Council and the neighbouring Gwynedd Council, as such allocated sites in the Ynys Mon Local Plan, the Stopped Ynys Mon Unitary Development Plan and the Gwynedd UDP were considered.

An initial list of 70 to 80 sites was drawn up and the developer's requirement criteria applied to each site in order to filter out unsuitable sites. The developer's criteria can be summarised as being;

- Approximately 7 to 8 hectares of land.
- Accessible to the Bangor University campus ( maximum 15 – 20 minute drive time)
- Attractive setting.
- Visible from a key route.
- Control over the entire site.
- Available for development now.

The appliance of the developer's first criterion (site size) discounted the vast majority of sites and resulted in a 'shortlist' of the following potentially suitable sites;

- Tŷ Mawr farm, Holyhead.
- Former Shell Land, Amlwch.
- Amlwch Port, Amlwch.
- Land adjoining Mona Airfield.
- Extension to Bryn Cefni Industrial Estate, Llangefni.
- Cattlebreeding Centre, Llangefni.
- Gaerwen Industrial Estate Extension.

- Bryn Cegin Estate, Bangor.

This was further refined as only those in Llangefni, Gaerwen and Llandygai are accessible via a range of modes of transport and within the requisite 15-20 minute drive time to the University Campus. In turn the current application site was considered to be the most appropriate following a more detailed analysis of each these sites. The conclusions of this exercise can be summarized as;

Bryn Cegin site at Bangor was filtered out due to their being too much land available with no mechanism in place to control general industrial uses on adjoining land which would compromise the high quality setting considered essential for Science Park.

The extension to the Bryn Cefni Industrial Estate at Llangefni was not considered to be a suitable setting given the nature of surrounding land uses and lack of visibility from a key route.

Similarly the Cattlebreeding Centre at Llangefni was deemed to be unsuitable due to surrounding uses and an access through existing industrial development.

The Gaerwen Industrial Estate Extension was considered unsuitable as access is only available through existing industrial development which does not provide a suitable setting.

Land at Coleg Menai, Llangefni was also taken into account but not considered suitable due to its location away from a key transport corridor, poor connectivity to the University and drive-time of approximately 20 minutes.

The remaining 2 sites therefore were the current application site and the Lledwigan site at Llangefni.

The current application site was considered more suitable due to the following factors; better connectivity to Bangor, better visibility from a key transport route, a more attractive location, lesser visual impact on the open countryside, lesser quality of agricultural land and less archaeological potential and unencumbered by the existence of a listed building within the site.

It is considered that the sequential approach to site selection undertaken by the applicant is robust and that this coupled with the applicant's stated requirements provides a rationale for supporting this choice of site.

### **Will the development deliver the economic benefits claimed?**

The application is accompanied by an Economic Impact Assessment which has been prepared in accordance with recognised industry methodology and has been scrutinised by the Council's Economic & Community Regeneration Service who are content with the level of detail provided by the applicant in relation to the potential economic benefit associated with the Science Park development.

The assessment undertakes a baseline analysis of the current economic situation; sets the predicted benefits and assesses the alignment of these benefits with key Council strategies. It is possible to summarise findings as follows;

It is considered that the 'appropriate impact area' extends beyond the ward in which the development is located and for the purposes of the assessment 'local' has been defined as the Isle of Anglesey. 'Headline' findings drawn from the assessment include;

- That there has been a reduction in the proportion of the total population who are of working age.
- Within the working age population, there has been a reduction in the numbers of those aged

- 16-44 with increasing numbers aged 45 – retirement age.
- In line with the national trend the proportion of this population without qualifications is decreasing.
- The area falls within 60% of the most deprived areas nationally.
- The employment profile is skewed towards public sector employment and away from business and professional services.
- Approximately 65% of the working age population is economically active, however (in December 2014) 1,248 people were claiming Job Seekers Allowance which at 3% is higher than the national average.

The predicted economic benefits can be summarised as being;

- Construction jobs -77 jobs will be available based on an estimated construction spend of approximately £49.1 million over a 10 year build out period.
- Operational Jobs - between 153 and 723.
- Indirect Jobs - 76 to 361.
- GVA £2.86 million per year during the construction period and thereafter between £7.4 to £34.8 Million per year during the operational period.
- Lunchtime expenditure: £66,200 per year or £662,000 over the construction period and thereafter between £131,500 and £621,600 per year of operation.

The assessment also considers whether or not the creation of a Science Park on the proposed site aligns with the Council's aims and priorities and several key documents are reviewed which include; the Anglesey Economic Regeneration Strategy, Anglesey Enterprise Zone Programmes, Energy Island Programme and the New Nuclear Build at Wylfa SPG. This analysis concludes that the development responds positively to a number of key aims and priorities, for example, by;

- Helping to reduce outward migration and creating job opportunities relating to the University's strengths and encouraging graduates to remain in the locality.
- Improving skill levels.
- Delivering a high quality employment space.
- Through close links with the University's activities and research providing incubation and grow-on space for new businesses associated with the university.
- Being strategically located within the A55 growth corridor.
- Creating a research and development hub for low carbon energy.
- Creating employment.
- Fostering links with educational institutes.
- Maximising opportunities associated with the new nuclear build.
- Building on the strengths of Bangor University.

It is accepted therefore that the economic benefits likely to accrue from the proposed development are significant and are closely aligned to the Council's key economic and community regeneration aims and priorities.

### **Does the 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. It is considered that a persuasive case has been made that the economic and social benefits that will accrue from the development positively contribute to these goals.

The concept of the Science Park proposals with the focus on renewable energies and environmental technologies is complementary to this; for example through the clustering and co-location of uses at the site. In terms of actual on-site development the application is accompanied by a 'Low Carbon Technology Study' that assesses and describes the different low and zero carbon technologies and methods to be utilized at detailed design stage.

With regard to the location of the site it is well placed to take advantage of modes of travel to and from the site by more sustainable means than single occupancy cars and a Travel Plan is to be put in place to encourage the adoption and utilisation of such environmentally friendly modes of travel.

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 is a positive one.

It is considered therefore that the proposal is considered to constitute 'sustainable development' where national policy introduces a 'presumption in favour'.

### **What controls over use can be applied so as to distinguish the Science Park from other general employment sites?**

Science Parks fall within class B1 of the Schedule to the Town and Country Planning (Use Classes Order) 1987 which is a 'Business' use embracing;

- (a) An office (other than a use within Class A2 'financial and professional services').
- (b) Research and development of products or processes.
- (c) For any industrial process.

The Class includes uses such as the manufacture of computer hardware and software, computer research and development, consultancy and after-sales services, micro-engineering, biotechnical, and pharmaceutical research, development and manufacture. An important qualification, however, is that to come within this Class, the use has to be one which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, soot, ash, dust or grit.

It is considered that the stated focus of the Science Park on energy, environment and clean technology sits comfortably within this Use Class and as a consequence and also in order to distinguish the site from other general employment site it is intended to restrict uses at the site within the B1 Use Class; specifically to those covered by parts (a) and (b); office accommodation and research and development.

This restriction in use will also ensure that the primary 'focus' of the Science Park concept does not become 'diluted' over time.

**Are there any site specific environmental or technical constraints that would prevent the development of the site?**

**Drainage** - Foul drainage from the proposed development is to be connected into the public sewer network.

Dwr Cymru / Welsh Water has confirmed that the first phase of the development (comprising of 5,000 sqm floor-space) can be accommodated within the existing system.

However an 'upgrade' may be required prior to the remaining phases being developed and a hydraulic modelling assessment (HMA) is currently being carried out establish the position. It is proposed therefore that a 'Grampian' planning condition be used in order to require that a detailed drainage scheme; informed by the results of the HMA be submitted by the developer prior to commencing development on subsequent phases of development. Dŵr Cymru/Welsh Water has agreed and recommended this course of action and it is considered that this is a reasonable and practicable way to proceed.

With regard to Land Drainage and Surface Water the application is accompanied by a Flood Consequence Assessment (FCA) that concludes that the only sources of potential flooding are groundwater and on-site drainage ditches and as a consequence any risk is low. Whilst acknowledging that historically there has been some localised flooding within the site and to neighbouring properties it is concluded that this is due to existing topography and lack of maintenance of existing ditches and outfalls.

In accordance with current policy and best practise the development will utilise Sustainable Drainage Systems (SuDS) for managing surface water runoff and it is considered that these measures will provide mitigation against future potential flood events. On-site management measures will restrict surface runoff to the equivalent of pre-development green-field rates and on-site attenuation will be built in to prevent any down steam flooding.

Natural Resources Wales are in general agreement with the contents and findings of the FCA and the estimates provided for greenfield runoff rates and attenuation volumes. Comments are made regarding the receiving watercourse and the need for further investigation to ensure no increased risk to third party landowners and it is also suggested that further investigation also be carried out to evaluate the possibility of using infiltration as a means of managing site drainage.

The Council's Chief Engineer (Network) has confirmed that the design philosophy of the drainage scheme is acceptable in principle, albeit noting that to date no detailed designs are available. It is suggested that detailed design and construction proposals will need to be submitted with any future detailed applications at the site.

It is considered that these matters can be dealt with by way of planning conditions ensuring that these matters are fully investigated and built into detailed proposals before any development can commence at the site.

Information provided with the application demonstrates that the site can be effectively drained and relevant statutory consultees do not raise objections. There is therefore no evidence on drainage grounds that would suggest that the site cannot be developed.

**Ecology** - The application is accompanied by an Ecological Appraisal that concludes that on-site habitats are not of significant conservation interest but identified several potential assets; hedgerows,

standing water, scattered trees, buildings and potential for bats; breeding birds; and hedgehogs. The proposed development will introduce extensive on-site landscaping incorporating ecological features aimed at increasing biodiversity value e.g. wildflower meadow, tree planting hedgerow retention and ponds. Natural Resources Wales has welcomed this commitment to biodiversity enhancement and has made suggestion in respect of features to be incorporated at detailed design stage and in order to ensure that this occurs it is intended to include a condition requiring that a Wildlife and Habitat Management Plan is agreed for the site.

In respect of Protected Species both Natural Resources Wales and the Council's Ecological Advisor have pointed out the potential of the site as a bat and barn owl habitat. In respect of barn owls it is suggested that (notwithstanding the fact that the buildings likely to be utilised are to be retained) any future planning applications be accompanied by suitable surveys and potential mitigation measures.

With respect to bats a 'Conservation Strategy/Mitigation Methodology' has been prepared by the developer and both Natural Resources Wales and the Council's Ecological Advisor are content with this course of action. Suitable planning conditions will be attached.

In having regard to conserving biodiversity the Council is satisfied, that subject to the mitigation measures described above there is no evidence that the development will have a significant adverse effect on such interests.

**Highways.** - Access to the site is proposed to be taken directly from the A5152 highway linking junction 7 of the A55 with the A5 and the village; a new roundabout is to be constructed at this point. No other vehicular access points into the site are proposed but a pedestrian access point is proposed along the sites southern boundary with the A5 in order to provide linkages into the village.

The application has been supported by a Transport Assessment that concludes that no operation issues are predicted and that there is sufficient capacity to accommodate the development without causing harm.

The Department for Economy, Science and Transport of the Welsh Government and the Council's Highways Department as statutory consultees on highways matters have reviewed this information and do not raise objections.

The Welsh Government requests conditions ensuring that any noise barrier is set -back within the development site and that lighting is designed in such a way as to prevent overspill onto the trunk road. Both conditions are considered reasonable and will be attached.

Likewise the Council's Highway Department have suggested a series of planning conditions relating to design and construction of the site access and internal site layout, parking and loading areas, footway and cycle links to the development. In addition a Construction Traffic Management Plan is considered necessary in order to ensure that as little disruption as possible is caused during this period. These conditions are considered to be reasonable and will be attached.

The Council's Highways Department has also requested that in order to promote travel to and from the site by more sustainable means than single occupancy cars a Travel Plan setting out the strategy and measures to be put in place to encourage the adoption and utilisation of environmentally friendly modes of travel. It is proposed that a planning condition be put in place to secure this objective.

In addition to the above agreement has also been reached that the developer will provide financial contributions to facilitate improvements at two bus stops to the south west of the site and also towards the construction of a 500m pedestrian and cycle link along the A5. A Planning Obligation under

Section 106 of the Town & Country Planning Act is in place to secure this funding.

Information provided with the application demonstrates that the site can be effectively and safely accessed and relevant statutory consultees do not raise objections. There is therefore no evidence on highway grounds that would suggest that the site cannot be developed.

**Landscape & Visual Assessment** - A Landscape and Visual Impact Assessment (LVIA) encompassing a 5km study area around the site has been submitted with the application together with a Design and Access Statement (DAS) and Arboricultural Report, all of which are informative in helping to understand the predicted landscape and visual impacts of the proposed development.

The site is within Landscape Character Area 12 – East Central Anglesey (LCA 12). The LCA is described as the inland buffer zone to the Menai Strait and reflects much of the typical undulating landscape of Anglesey.

Key relevant issues noted in the LCA are:

Settlement Edge Development around settlement edges should:-

- Be of a form and character appropriate to each settlement.
- Be considered in terms of impacts upon the wider landscape, rather than the site itself.
- Seek to integrate using landform, vegetation etc. to minimise impacts.
- Ensure that standard solutions are not used in order that the inherent characteristics of the area are contained within the design.

Transportation Corridors

New development and management should ensure that:-

- Visual impacts from and to main road/rail corridors are properly considered e.g.: A55/A5.
- Mitigation measures reflect the wider landscape structure and that sites are not considered in isolation.

In terms of site layout the Arboricultural Report identifies suitable trees to be retained within the development with the findings of the tree report shaping sections of the proposed layout. The LVIA also informs this design process and the DAS makes it explicit that existing trees should be incorporated into the layout. Retention of these features is likely to require changes to the layout such that buildings and parking are modified.

Whilst the application fixes the broad parameters of the development in respect of the overall quantum of development at the site the application is in outline form and detailed submissions will be required in respect of detailed layout and landscaping for each phase of development. Consequently it is considered that these modifications can be accommodated without materially changing the nature of that proposed.

With regard to landscape and visual effects the LVIA considers the Landscape Character Areas; the AONB; Historic Parks and Gardens; National Cycle Networks, Public Rights of Way; Wales Coast Path. Moderate effects only are predicted for a number of features namely the site itself and a footpath described as running along the site (this is currently a dead end route severed by the A55). The significance of remaining effects is assessed as low or negligible.

Whilst the assessment quantifies construction effects as negligible and temporary our experience shows that a phased project that extends over a number of years will consequently have a greater



than negligible effects predicted.

In respect of visual effects the design concept for the development shows the evolution of the design process and the opening up of the site to wider views. This has resulted in a linear design that moves units and parking to the edge of the development towards views from the A55 and A5. This has resulted in the higher magnitude of change predicted in the LVIA e.g. by virtue of units 3b and 3c. In assessing the significance of visual effects, residential receptors are described as being of medium sensitivity. For the nearest residences we would regard them as being of high sensitivity where a high magnitude of change would result in substantial effects – this aspect is further dealt with in detail below. Road users are described as being of low sensitivity, however our assessment is that those travelling on the A5 and A55 are of medium sensitivity therefore the predicted magnitude of change would result in moderate/slight visual effects.

In terms of mitigation, considerable new planting is proposed: spread between the parking areas linked to the phased development, and to the east of the site outside of the building parameter plan. While there may be scope to increase the number of retained trees and boundaries noted as significant, the site also offers scope for considerable areas of replanting to balance potential losses and reduce long-term visual effects.

Much of the landscape planting is separated from the buildings' footprints and not necessarily dictated by the phased building approach. This affords the opportunity of implementing a planting scheme in the 1st phase of the project so as to reduce adverse visual effects and increase other benefits and also the limited use of new mounding or landforms to enhance landscaping at boundaries. A condition requiring the approval of a Planting and Landscape Strategy for the site is proposed in order to facilitate this. The effects on visual amenity during construction are again assessed as being of a temporary nature and due to a lack of mature landscaping at the start of the project high. While the effect within the 5km radius study area may be negligible, the effects on some of the close viewpoints would be substantial.

The layout proposes extensive parking and consideration needs to be given as to whether all parking needs be hard surfaced, for example overflow parking could incorporate porous or grassed surfacing and ensure that lighting is restricted to central areas. Again these matters can be further investigated at detailed design stage.

The Assessment concludes that the proposal will be mostly seen from the A5 approach with limited views from the A55 and west on the A5 as well as from a number of locations in Gaerwen. We do not disagree with this assessment and are content that there will be no substantial landscape effects within the 5km study radius.

Moderate landscape effects are noted within and close to the site but do not extend to the wider area. It is considered that visual effects may be greater than predicted, but any substantial or moderate visual effects are again local to the site. The indicative layout can be improved to effectively incorporate existing features noted above. Phasing and landscaping should reduce the duration of substantial and moderate visual effects. Changes to the layout following from the above should aim to reduce effects generated by the linear nature of the layout and massing at the northern and southern edges.

It is acknowledged that whilst there will be a high magnitude of change in the immediate vicinity the extent of change in the wider landscape will be low and will be further mitigated over time as on-site landscaping matures.

On balance it is not considered that the landscape and visual impacts of the proposed development

are unacceptable.

**Welsh Language** -The application is accompanied by a Welsh Language Assessment in accordance with the methodology set out in the Council's SPG 'Planning and the Welsh Language'. The assessment focuses on the Llanfihangel Ysgeifiog, Braint and Gwyngyll wards as being the appropriate 'local' community most likely to be effected by the proposed development.

The assessment reveals that over 70% of this population speak Welsh (compared with 57% across Anglesey as a whole) and concludes that;

- The development is likely to have an overall positive impact on the Welsh language in the 'local' community, reflecting the fact that the development is likely to bring high quality, well paid skilled jobs into the area which will enhance employment opportunities and increase wealth amongst local residents.
- A potentially negative effect is the probability that non-Welsh speaking key workers would migrate into the 'local' community increasing the proportion of non-Welsh speaking households. It is considered that this could to a degree be offset by well qualified Welsh speakers taking advantage of the job opportunities and moving back into the area.
- Proposed mitigation measures identified include adult Welsh language learning classes and mandatory Welsh language courses for non-Welsh speaking children entering local primary schools.( The applicants have confirmed that a package will be developed by Menai Science Park Ltd to promote this).
- The strength and resilience of the Welsh language and culture within the 'local' community will ensure that the Welsh language will be positively strengthened.

It is accepted that the assessment carried out in accordance with the Council's adopted methodology is robust and consequently there is no evidence to suggest that the development would be harmful to the Welsh language.

**Agricultural land**-Agricultural land quality is graded as follows;

- Grade 1 – Excellent quality.
- Grade 2 – Very good quality.
- Grade 3a – Good quality.
- Grade 3b – Moderate quality.
- Grade 4 – Poor quality.
- Grade 5 – Very poor quality.

Both National and local planning policy seeks to protect the best and most versatile agricultural land which falls within Grades 1 to 3b. The application is accompanied by an 'Agricultural Land Classification and Soil Resources' report that has subjected soil samples from the site to laboratory analysis and has revealed that the majority of the site, (due to waterlogging, weak structure and poor drainage) falls within Grade 3b and is only of moderate quality. However a smaller portion of the site, equating to 2.6 hectares and located to the west is Grade 3a.

It is necessary therefore to balance the loss of this relatively small area of good quality agricultural land against other material considerations of relevance in the determination of this application; these include but are not restricted to; the wider policy framework with particular regard to economic growth, the allocation of the site as an Enterprise Zone and the Council's strategic aims and priorities.

It is considered that in this balance the loss of approximately 2.6 hectares of good quality agricultural

land can be justified by the wider development benefits predicted.

**Archaeology** -The application is accompanied by an 'Archaeological Evaluation' that has included a desktop investigation into the historical development of the site and locality, an examination of previous excavations and geophysical surveys. This was then followed by the excavation of 47 trenches measuring 20m x 2m across the site.

This work was carried out on the recommendation of the Gwynedd Archaeological Planning Service (GAPS) in their capacity as archaeological advisors to the Council who confirm that the results indicate multiple phases of activity, with preliminary interpretations suggesting prehistoric settlement or occupation, potentially including one or more enclosures, possible structural evidence and various discrete features.

It is noteworthy that GAPS do not consider that they are of national importance (albeit not insignificant in archaeological terms) and it is recommended that a comprehensive programme of mitigation will be required together with an archive of farm buildings on the site. It is suggested that a programme of archaeological work be agreed prior to development at the site and that a full photographic record of the buildings be made and appropriate planning conditions attached to any permission.

In addition the 'Archaeological Evaluation' also considers the effect of the proposed development on historic assets located in the area. The majority of these comprised Grade II listed buildings in the village of Gaerwen, the closest being an eighteenth century windmill located 120m from the site boundary. This evaluation concluded that the proposed development was unlikely to result in any substantial effect on their setting and the local planning authority sees no reason to disagree with this assessment.

It can be seen therefore that there is no evidence at this stage to suggest that archaeology of national importance would prohibit the development of the site. Appropriate planning conditions will secure the provision of archaeological mitigation throughout the scheme.

**Residential amenity.**-The application site is located some distance from the main areas of residential development in the village and it is not therefore considered that the impact on their amenity will be significant. However there are 10 dwellings that lie in very close proximity to the application site that will inevitably be impacted to a much greater extent; these are considered to be;

- 6 terraced dwellings - Maes Hyfryd.
- 2 semi-detached dwellings - Islwyn and Dolydd.
- 1 detached dwelling - Bryn Esceifiog.
- 1 detached dwelling – Rhoshelyg.

Members will recall viewing the location of these properties in relation to the proposed development that when carrying out a site visit in January.

Whilst none of the occupiers of these properties have made representations of objection to the local planning authority Planning Policy Wales (PPW) makes it clear that it is valid to consider the effect of a proposal on the amenity of neighbouring properties' Paragraph 3.1.7 states;

'The Planning system does not exist to protect the private interest of one person against the activities of another. Proposals should be considered in terms of their effect on the amenity and existing use of land and buildings in the public interest. The Courts have ruled that the individual interest is an aspect of the public interest, and it is therefore valid to consider the effect of a proposal on the amenity of neighbouring properties. However, such consideration should be based on general principles,

reflecting the wider public interest (for example a standard of 'good neighbourliness'), rather than the concerns of the individual'.

The impact of the proposed development on the amenity of these properties is discussed below;

**Maes Hyfryd.** The main aspect of these dwellings is angled away from the development site over the A5 trunk road and towards open countryside and the mountains of Snowdonia beyond. The 'wedge' of land within the application site, immediately in front of these dwellings is free from built development apart from a pedestrian footpath linking the development with Gaerwen and low level planting. The location of this footpath has been moved away from the dwellings as a result of local consultation.

The nearest building lies approximately 50m from the gable end of the terrace, being building 2b, which has a floor-area of 2,776sqm and is up to 2 stories in height. Car parking area for this building (together with buildings 2a and 2c) is located between the building and the dwellings together with areas of landscaping.

On balance it is not considered that the amenity of these dwellings is compromised to such an extent so as warrant the refusal of the application on these grounds. Built development is sufficiently distanced away and their juxtaposition is such that the dwellings main aspect will be retained and mitigation, through landscaping will also be provided. Inevitably, occupiers will experience a significant change over the status quo in so much as the land will no longer be open and agricultural, however it is not considered that this change would be so un-neighbourly so as to be unacceptable.

**Islwyn and Dolydd.**- These properties lie on the opposite side of the narrow access road that currently serves Cefn Du and Bryn Esceifiog and will be directly and significantly impacted by the proposed development. Their main aspect is directly over the application site with distant views of the mountains of Snowdonia beyond.

Building 2b, will be directly located in front of their main aspect with its rear elevation approximately 60m distance from their front elevation. Car parking and landscaping is proposed in-between. Buildings 2a and 2c which are both 2 stories in height with respective floor-areas of 4,000sqm and 1,093sqm lie beyond building 2b but are similarly located in front of their main aspect.

The change in outlook and views from these dwellings will undoubtedly be significant as open countryside will become urbanised and the panoramic views currently enjoyed will over time be lost.

However, in terms of effect on their 'amenity' it is considered that the buildings and car parking areas are sufficiently distanced so as not to cause problems of overlooking, overshadowing or being overly dominant, nor is it considered that the level of disturbance, through movement of vehicles and pedestrians within the site will be unduly harmful to amenity. Again, mitigation through landscaping will help alleviate impacts over time.

As regards the loss of view of touched upon above it is generally held that "there is no right to a view". Whilst that is correct in strictly legal terms, it does not mean that the loss of a view is necessarily irrelevant to planning. The enjoyment of a view could be an important part of the residential amenity of a neighbouring property, and its loss might therefore have an adverse impact on the residential amenity of that property.

This matter has been; however, on balance the judgement in this instance is that it is not the case here as open agricultural land surrounds the dwellings on all sides and the views over the application site is only one component of their wider vista.

**Bryn Esceifiog** – This property lies at the far end of the access lane currently serving the application site and will be directly impacted by the proposed development. The dwelling currently overlooks the farm buildings at Cefn Du.

Building 3b, which has a floor-area 4,000sqm up to 3 stories in height will be located in front of the dwelling with its rear elevation being approximately 50m its front elevation and beyond that at an approximate distance of 90m will be building 3a also with a floor-area of 4,000 sqm and 3 stories in height. Car parking and landscaping is proposed in-between these buildings and the dwelling.

Whilst the magnitude in change of outlook is not considered to be as marked as that experienced by the aforementioned semi-detached dwellings (as the current outlook is characterised by farm buildings) similar consideration arise and the same planning judgement is reached in respect of the effect on 'amenity'.

**Rhoshelyg**- This property is situated on the opposite side of the A5152 slip road to the development with its main aspect facing away from the development site over open countryside towards the mountains of Snowdonia.

The nearest building is 3c which has a floor-area of 1,640 sqm is up to 3 stories in height and lies approximately 120m away. Of the 10 dwelling lying in closest proximity to the development site it is considered that this dwelling experiences the least impact on amenity

Put simply, the dwelling faces away from the development and whilst the buildings may be visible it is considered that sufficient distances exist to ensure that there will a limited impact on amenity. Again, mitigation, through planting will reduce impacts over time.

In balancing the above considerations the judgement reached is that the development is acceptable in the public interest and does not effect the amenity of neighbouring properties to such a degree as to warrant refusal on these grounds.

## **7. Summary**

### **Is there a policy framework that enables the site to be released for the proposed development?**

The site is located on the edge of a recognized settlement it is compatible in scale and type, consequently it is considered that there is a policy framework in place that can be used to support the current proposal.

### **Is it accepted that the site selection criteria is robust?**

It is considered that the sequential approach to site selection undertaken by the applicant is robust and that this coupled with the applicant's stated requirements provides a rationale for supporting this choice of site

### **Will the development deliver the economic benefits claimed?**

It is accepted that the economic benefits likely to accrue from the proposed development are significant and are closely aligned to the Council's key economic and community regeneration aims and priorities.

### **Does the development constitute 'sustainable development'?**

It is considered that the proposal is considered to constitute 'sustainable development' where national policy introduces a 'presumption in favour'.

**What controls over use can be applied so as to distinguish the Science Park from other general employment sites?**

It is intended to restrict uses at the site within the B1 Use Class; specifically to those covered by parts (a) and (b); office accommodation and research and development.

This restriction distinguishes the site from other general employment sites and will ensure that the primary 'focus' of the Science Park concept does not become 'diluted' over time.

**Are there any site specific environmental or technical constraints that would prevent the development of the site?**

The only objections raised by a Statutory Consultee are restricted to those made by the Community Council and the main issues raised in objection have been addressed within the body of this report.

Regard has been had to the substance of these views and whilst they are in the main based on valid planning considerations and have been taken into account it is considered that; upon the facts of this particular case they are not supported by evidence or analytical analysis and that the refusal of planning permission on these grounds would be unreasonable.

**Drainage** - Information provided with the application demonstrates that the site can be effectively drained and relevant statutory consultees do not raise objections. There is therefore no evidence on drainage grounds that would suggest that the site cannot be developed.

**Ecology** - In having regard to conserving biodiversity the Council is satisfied, that subject to the mitigation measures proposed there is no evidence that the development will have a significant adverse effect on such interests

**Highways** - Information provided with the application demonstrates that the site can be effectively and safely accessed and relevant statutory consultees do not raise objections. There is therefore no evidence on highway grounds that would suggest that the site cannot be developed.

**Landscape and Visual Impact** - It is acknowledged that whilst there will be a high magnitude of change in the immediate vicinity the extent of change in the wider landscape will be low and will be further mitigated over time as on-site landscaping matures.

On balance it is not considered that the landscape and visual impacts of the proposed development are unacceptable.

**Agricultural land** - It is considered that the loss of approximately 2.6 hectares of good quality agricultural land can be justified by the wider development benefits predicted.

**Archaeology** - There is no evidence at this stage to suggest that archaeology of national importance would prohibit the development of the site. Appropriate planning conditions will secure the provision of archaeological mitigation throughout the scheme

**Residential amenity** - The judgement reached is that the development is acceptable in the public interest and does not affect the amenity of neighbouring properties to such a degree as to warrant refusal on these grounds

## 8. 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 development plan policies do provide a framework that can be used to support the development and that other more up to date national policy and local strategies also provide a similarly supportive context.

There are no technical or environmental reasons that would prevent the development of the site and it is considered that the development does constitute 'sustainable development'.

The development aligns with several of the Council's key aims and priorities and will help widen and diversify employment opportunities.

On balance it is considered that the development will make a positive contribution in helping to develop the economy without causing harm to the environment or the local community.

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.

## 9. Recommendation

To **permit** the development subject to conditions and the completion of a Section 106 agreement requiring;

- Financial contribution to facilitate bus stop improvements.
- Monetary contribution towards the construction of a pedestrian and cycle link on the southern side of the A5

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) Prior to the commencement of development a phased scheme of development (hereinafter called the schedule of development) shall be submitted to and approved in writing by the local planning authority. The schedule of development shall detail all component elements proposed in each phase and no subsequent phase may be commenced before the written agreement of the local planning authority is received confirming completion of the preceding phase. The schedule of development shall be implemented in all respects as approved by this condition unless firstly otherwise agreed in writing by the Local Planning Authority.**

Reason: To facilitate a phased scheme of development in accordance with a pre-agreed schedule.

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

Reason: The application is in outline only and the reserved matters will require detailed consideration.

**(03) Application(s) for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.**

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

**(04) The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or 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: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

**(05) The reserved matters submissions in respect of the floorspace and heights of proposed buildings shall be in accordance with and adhere to the details submitted in the M-SParc Design & Access Statement (28/11/2014).**

Reason: To ensure a satisfactory development.

**(06) No more than 5000sq.m of gross internal floorspace (identified as Phase 1 on drawing number 1534-G200-SP-004) of the development shall be occupied until the sewer network in Gaerwen that will link the development to the Gaerwen/Pentre Berw Waste Water Treatment Works is upgraded in accordance with the phasing as set out in of Dŵr Cymru/ Welsh Water's Hydraulic modelling Assessment (HMA).**

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

**(07) Foul sewerage flows from Phase 1 of the development (identified as Phase 1 on drawing number 1534-G200-SP-004) shall communicate to the 150mm public foul sewer in Holyhead at Manhole reference SH48716901.**

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

**(08) Foul sewerage flows from the remainder of the site (identified as Phases 2-9 on drawing number 1534-G200-SP-004) shall not communicate with the public sewerage system until such time as the Hydraulic Modelling Assessment (HMA) has been completed and any solutions identified to accommodate these flows completed and implemented in full.**

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

**(09) The approved development shall relate to those details as submitted by GVA to the Local Planning authority dated December 2014 as amended.**

Reason: In the interest of clarity.

**(10) Unless the local planning authority agrees differently in writing beforehand then the uses permitted at the site are restricted only to those falling within either paragraphs (a) or (b) of Class B1 of the Schedule to the Town and Country Planning (Use Classes Order) 1987 (or the same uses as they appear in any re-enactment of that Order).**

Reason: To put in place a mechanism that ensures that the occupiers of the development are restricted to those compatible with the stated aims and focus of the Science Park.



**(11) The existing boundary feature adjacent to the A55 dual carriageway shall not be removed or interfered with in any way.**

Reason: To maintain the safety and free flow of trunk road traffic.

**(12) Any noise barrier shall be set-back 1.0 metre into the application site from the existing Welsh Government boundary feature to allow for maintenance of the proposed noise barrier and boundary fence.**

Reason: To maintain the safety and free flow of trunk road traffic.

**(13) Lighting from the development shall be designed to prevent light spill onto the adjacent trunk road carriageway and shall not be prejudicial to highway safety.**

Reason: To maintain the safety and free flow of trunk road traffic.

**(14) The main site access shall be located on the A5152 at the location indicated on the submitted plans. No vehicular access shall be allowed onto the unclassified road to the west of the site, other than 'emergency access' and/or pedestrian / cycle access. No development shall commence until detailed designs for the site access(es) have been submitted to and approved in writing by the Local Planning Authority. The approved scheme(s) shall be implemented in accordance with the approved details except in so far as any variation has been approved in writing by the Council and shall be completed prior to the use of any part of the development.**

Reason: In the interests of highway safety in order to provide safe access to the highway and to minimise danger, obstruction and inconvenience to users of the highway.

**(15) No development shall commence until detailed designs for the Footway/Cycleway on the northern side of the A5 along the southern boundary of the site have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details except in so far as any variation has been approved in writing by the Council and shall be completed prior to the use of any part of the development.**

Reason: In the interests of highway safety.

**(16) As part of any reserved matters submission, for each phase of development full details of the layout and design of internal access and circulation areas shall be submitted to and approved by the Local Planning Authority and that part of the approved development shall not be used or occupied until the road infrastructure approved under this condition has been completed to the satisfaction of the Local Planning Authority and which shall be retained as such thereafter.**

Reason: To ensure an adequate vehicular access and movement in the interests of highway safety.

**(17) As part of any reserved matters application, for each phase of development details of delivery vehicle facilities, refuse and recyclables storage and parking and turning shall be submitted to and approved by the Local Planning Authority and that part of the approved development shall not be used or occupied until the required facilities have been completed and marked out to the satisfaction of the Local Planning Authority. The delivery areas shall**

**thereafter be kept clear of obstruction and made available for delivery and turning.**

Reason: To ensure adequate facilities for delivery vehicle parking and turning within the curtilage of the site, in the interests of highway safety.

**(18) As part of the reserved matters application, for each phase of the development, details of car and motorcycle parking facilities shall be submitted to and approved by the Local Planning Authority and prior to occupation of the proposed development or part thereof the parking shall be completed in all respects as approved under this condition and shall be retained and kept free of obstructions and available as approved thereafter.**

Reason: To ensure adequate provision and availability of vehicle parking.

**(19) As part of the reserved matters application, for each phase of the development, details of secure and covered cycle parking facilities shall be submitted to and approved by the Local Planning Authority and prior to occupation of the proposed development or part thereof the cycle parking shall be completed in all respects as approved under this condition and shall be retained and kept free of obstructions and available as approved thereafter.**

Reason: To ensure adequate provision and availability of cycle parking.

**(20) As part of the reserved matters application, for each phase of development, details of a travel plan setting out:**

- **Proposals to encourage employees, visitors, customers and contractors to travel to and from the site by alternative and more environmentally friendly modes of travel than single occupancy private car,**
  - **a timetable for implementation,**
- shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall be implemented in all respects as approved under this condition and shall in so far as required by the approved travel plan be actively implemented and evolved thereafter.**

Reason: In the interests of sustainable development.

**(21) No development shall commence on each phase of development until a comprehensive Environmental Management Plan for the construction of each development phase has been submitted to and agreed in writing by the Local Planning Authority. The plan shall identify all possible and foreseeable detrimental effects on neighbouring occupiers and the environment by dust, fumes, noise, odour or release of other contaminants to air and water arising from construction of the development and specify how these are to be avoided or, where this is not practicable, mitigated. All construction activities on the site shall be undertaken in accordance with the approved plan, subject to any amendments agreed in writing by the Local Planning Authority.**

Reason: In order to secure the satisfactory development of the site.

**(22) Prior to commencement of each phase of development, a Construction Traffic Management Plan ("CTMP") shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and adhered to during the entirety of the construction period except as insofar as any variation to the CTMP has been approved in writing by the Local Planning Authority. The CTMP shall, as a minimum, include detail of:**

- (i) the means of transportation of plant, equipment and materials associated with the construction of the development and the access to and egress from the site from / to the highway;**
- (ii) specification of haul route(s) and of any temporary signage to be provided to identify the route for construction traffic and measures to promote its safe use;**
- (iii) identification of the routing strategy and procedures for the notification and conveyance of any indivisible “out of gauge” loads. This includes any necessary measures for the temporary protection of carriageway surfaces; for the protection of statutory undertakers’ plant and equipment; and for the temporary removal and subsequent replacement of street furniture;**
- (iv) description of the arrangements to be made for on-site parking for personnel working on the site and for visitors;**
- (v) description of the arrangements to be made for the storage of plant and materials and location of site compounds etc.; and**
- (vi) proposals for communicating information relating to the CTMP to the Local Planning Authority.**

Reason: To minimise danger, obstruction and inconvenience to users of the highway for the duration of the construction phases of the development and to promote highway safety.

**(23) Prior to the commencement of each phase of development wheel washing facilities shall be provided within the curtilage of the application site as agreed with of the Local Planning Authority. The wheel washing facilities shall be used and maintained in good working condition throughout the construction works and for as long afterwards as considered necessary by the Local planning Authority.**

Reason: To prevent the development works resulting in mud on the road contrary to the interests of highway safety.

**(24) Noise levels shall not exceed 38dBL aeq at the façade of the nearest noise sensitive properties.**

Reason: To ensure that there is no detrimental acoustic impact on the area.

**(25) The development or any part thereof shall not commence until a scheme setting out details of the external artificial lighting proposed on the site during the construction of each phase of the development has been submitted to and approved in writing by the Local Planning Authority. This scheme shall identify the location, height, type and orientation of the proposed lighting. Lighting for construction purposes shall only be installed and operated on the application site in accordance with the approved scheme, subject to any amendments agreed in writing by the Local Planning Authority.**

Reason: In the interests of amenity

**(26) Prior to commencement of development details of the proposed surface water drainage system shall be submitted to and agreed in writing with the Local Planning Authority. These details shall include flap and valve specifications and their locations; the existing & proposed outfall system and their locations and appropriate maintenance and management schemes for the drainage systems.**

Reason: To protect the integrity of the local drainage system and to provide adequate drainage

systems to cater for the proposed new development.

**(27) Foul water and surface water discharges shall be drained separately from the site.**

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

**(28) 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.

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

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

**(30) Any increase in surface water flows shall be attenuated to the satisfaction of the Local Planning Authority.**

Reason: To prevent surcharging and flooding of the existing system and to prevent the pollution of surface water and watercourses.

**(31) Prior to the commencement development a scheme for the comprehensive and integrated drainage of the site showing how foul water, surface water and land drainage will be dealt with shall be prepared and approved in writing by the Local Planning Authority and shall be carried out in accordance with the details provided.**

Reason: To ensure that effective drainage facilities are provided and that no adverse impact occurs to the environment or to the existing public sewerage system.

**(32) Where development consists of hot food preparation suitable grease traps shall be provided to prevent entry into the public sewerage system of matter likely to interfere with the free flow of the sewer contents, or which would prejudicially affect the treatment and disposal of such contents.**

Reason: To protect the integrity of the public sewerage system, and sustain an essential and effective service to existing residents.

**(33) If, during development, contamination not previously identified is found to be present at the application site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a Method Statement detailing how this contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure that the proposed development will not cause pollution.

**(34) Prior to being discharged into any watercourse or surface water sewer, all surface water drainage from parking areas and hard-standings shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor and drainpipes shall be connected**

**to the drainage system either directly or by means of back inlet gullies provided with sealing plates instead of open gratings.**

Reason: To prevent pollution of the water environment.

**(35) For each phase of development details of the external artificial lighting proposed shall be agreed in writing with the Local Planning Authority prior to its installation and thereafter carried out and retained in accordance with the details provided.**

Reason: In the interests of amenity.

**(36) (a) No development of each phase (including any groundworks or site clearance) shall take place until a specification for a programme of archaeological work has been submitted to and approved in writing by the archaeological advisor to the Local Planning Authority.  
(b) The development shall subsequently be carried out and all archaeological work completed in strict accordance with the specification approved under (a).**

Reasons: (a) To ensure the implementation of an appropriate programme of archaeological mitigation in accordance with the requirements of Planning Policy Wales 2014 and Welsh Office Circular 60/96 Planning and the Historic Environment; Archaeology.

(b) To ensure that the work will comply with Management of Archaeological Projects (MAP2) and the Standards and Guidance of the Institute for Archaeology (IfA).

**(37) Prior to development (including any demolition, site clearance or stripping-out) taking place, a full photographic record of the building must be undertaken in accordance with the Gwynedd Archaeological Planning Service Requirements for General photographic Surveys of Buildings. The record must be approved by the archaeological advisors to the Local Planning Authority before being deposited with the regional Historic Environment Record.**

Reason: To ensure that an adequate record is made of all structures affected by the proposals and that the record is held within the public domain for future reference and research.

**(38) Prior to the commencement of development a Wildlife Biodiversity and Habitat Management Plan shall be submitted to and approved in writing by the Local Planning Authority and the identified measures and actions shall thereafter be carried out in accordance with the details provided.**

Reason: In the interest of safeguarding wildlife.

**(39) The recommendations and measures set out in 'The Bat Conservation Strategy/Mitigation Methodology (March 2015)' shall be implemented in full and a verification report demonstrating compliance at each stage shall be submitted to the Local Planning Authority for verification.**

Reason: In the interests of ecology.

**(40) Prior to the commencement of development a Planting and Landscaping Strategy for the development shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out in accordance with the details provided.**

Reason: In the interests of visual amenity.

**(41) The design details of all wetland/water bodies shall be submitted for the approval of the local planning authority in conjunction with the Ministry of Defence and shall thereafter be constructed in accordance with the approved details.**

Reason: To ensure compliance with bird management requirements.

**(42) Prior to the commencement of for each phase of the development a public realm strategy for that phase of the development detailing the materials, treatments, hard and soft landscaping, proposals for public art, street furniture, public access and interpretation and information provision shall be submitted to and approved in writing with the Local Planning Authority and shall be carried out in accordance with the details provided.**

Reason: In the interests of public amenity and to ensure that a satisfactory scheme of development is delivered.

**(43) Each new non-residential building hereby permitted shall be constructed to achieve a minimum overall (Building Research Establishment Method (BREEAM)) (or subsequent equivalent quality assured scheme) rating of Very Good and achieve the mandatory credits for an Excellent rating under category Ene 1- Reduction of CO2 Emissions in accordance with the requirements of (BREEAM)(2011) unless otherwise approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved assessment and certification.**

Reason: To ensure that the development meets nationally recognised sustainability credentials.

**(44) Construction of any building hereby permitted shall not begin until an 'Interim Certificate' has been submitted to the local planning authority, certifying that a minimum overall (BREEAM) rating of Very Good has been achieved with the mandatory credits for an Excellent rating under category Ene1 - Reduction of CO2 Emissions in accordance with the requirements of (BREEAM)(2011) unless otherwise approved in writing by the Local Planning Authority.**

Reason: To ensure that the development meets nationally recognised sustainability credentials.

**(45) Prior to the occupation of the individual buildings hereby permitted or any other date as may be approved in writing by the Local Planning Authority, a 'Final Certificate' shall be submitted to the Local Planning Authority certifying that a minimum overall (BREEAM) rating of Very Good has been achieved with the mandatory credits for an Excellent rating under Ene1 - Reduction of CO2 Emissions in accordance with the requirements of (BREEAM)(2011) unless otherwise approved in writing by the Local Planning Authority.**

Reason: To ensure that the development meets nationally recognised sustainability credentials.

**(46) No buildings hereby approved shall be first occupied until details of a Waste Storage and Collection Strategy for the buildings units have been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure that satisfactory measures for refuse and recycling storage and collection are in place and are compatible with the Council's waste service.

## **NOTES TO APPLICANT:**

Any contaminated soil or material removed off site must be taken by a registered waste carrier to a suitably licenced site.

The applicant will require consent from the local highway authority under the Highways Act 1980 in order to construct the site access(es) etc. It is a criminal offence to undertake any un-licenced work in the highway without the prior written consent of the LHA.

Planning permission does not constitute permission under the Highways Act for various activities that may be associated with the development i.e. use of the highway/footway/verge to: for example; deposit material, deposit skips, erect scaffolding, excavate within the highway or erect traffic management apparatus. Such activities will require the separate consent of the Highway Authority.

It is an offence to discharge surface water or deposit mud and debris onto the highway. The applicant should ensure that positive preventative measures are provided within the curtilage of the property before development commences. These measures shall thereafter be suitably maintained. If connection is required to the public sewerage system the developer is advised to contact Dŵr Cymru/Welsh Water's Developer Services on 0800 917 2652.

Some public sewers and lateral drains may not be recorded on Dŵr 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 we request the applicant contacts our Operations Centre on 0800 085 3968 to establish the location and status of the sewer. Under the Water Industry Act 1991 Dŵr Cymru/Welsh Water has rights of access to its apparatus at all times.

The Welsh Government has introduced new legislation that will make it mandatory for all developers who wish to communicate with the public sewerage system to obtain an adoption agreement for their sewerage with Dŵr Cymru/Welsh Water (DCWW). The Welsh Ministers Standards for the construction of sewerage apparatus and an agreement under Section 104 of the Water Industry Act (WIA) 1991 will need to be completed in advance of any authorisation to communicate with the public sewerage system under Section 106 WIA 1991 being granted by DCWW.

Consent is required from Natural Resources Wales for the proposed surface water discharges in order to comply with the Water Resources Act 1991/Groundwater Regulations 1998.

Any diversions, infilling or culverting of existing land drainage ditches will require the express approval of this Authority's Land Drainage Officer, under Section 23 of the Land Drainage Act.

Any food premises must comply with the requirements of the Food Hygiene (Wales) Regulations 2006 and Regulation (EC) 852/2004.

Any food premises must be registered with the Environmental Health Department (Food Safety Section) at least 28 days prior to opening under Regulation (EC) 852/2004.

The developer is advised to contact the Environmental Health Department regarding plans for kitchen layout/design any for any premises where food is to be sold.

Development must comply with the requirements of the Health & Safety at Work etc Act 1974 and all regulations made under that Act.

7.2 Gweddill y Ceisiadau

Remainder Applications

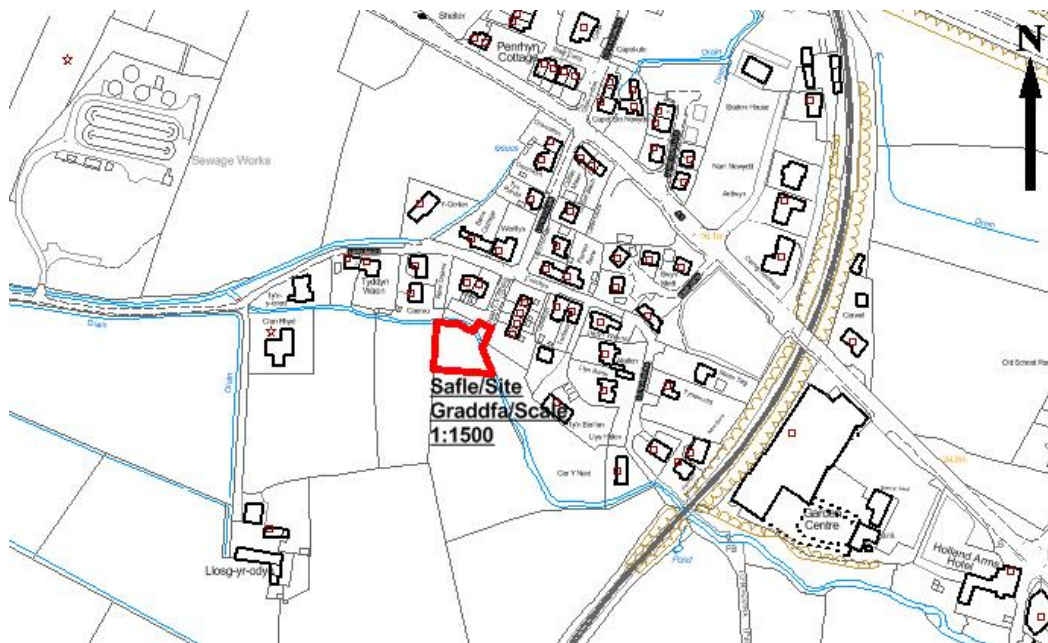
Rhif y Cais: **33C295B** Application Number

Ymgeisydd Applicant

**Miss Rhian Hughes**

**Cais llawn i godi annedd newydd ynghyd ag addasu y mynedfa presennol ar dir ger / Full application for the erection of a dwelling together with alterations to the existing access on land adjacent to**

**4, Nant-y-Gors, Pentre Berw**





**Planning Committee: 13/05/2015**

**Report of Head of Planning Service (SCR)**

**Recommendation:**

Permit

**Reason for Reporting to Committee:**

At the request of the Chairman of the Planning and Orders Committee.

Members will recall that at its meeting that was held on the 1<sup>st</sup> April, 2015 it was decided to defer the determining of the application in order for discussion to take place between the applicant and Highway Authority. A meeting has taken place between the applicant, agent and Highway Officer.

The Highway Authority have confirmed in an e-mail dated 22<sup>nd</sup> April, 2015 that the road width measured on site was approximately 4.1 metres. The footway is approximately 1.4 metres wide. The minimum road width for an emergency vehicle and car to pass each other is 4.8 metres. In order to achieve the desired road width, the applicant would be required to reduce the footway width to 0.7 metres. This would be unacceptable as there is a pedestrian access off the adjacent property and a minimum footway of 1.0 must be kept.

Therefore, even with an improvement of 400mm, which the applicant may be willing to undertake, the carriageway width will still fall below the minimum required for an emergency vehicle to pass parked cars without having to mount the kerb.

At the time of writing this report the Highway Authority were awaiting confirmation from the applicant whether they were willing to carry out any improvements to the road layout and this will be conveyed verbally at the Planning and Orders Committee Meeting.

### **1. Proposal and Site**

The proposal is a full application for the erection of a detached two storey dwelling together with alterations to the existing access.

The site comprises a plot of land within a large agricultural field, which is within the applicants' ownership, and is located to the south of the Nant y Gors residential estate in the village of Pentre Berw.

### **2. Key Issue(s)**

The applications main issues are whether the proposal complies with current local and national policies, whether the proposal will have a detrimental effect on highway safety or affect the amenities of the occupants of the neighbouring properties.

### **3. Main Policies**

**Ynys Mon Local Plan**

Policy 1 – General Policy

Policy 31 – Landscape

Policy 42 – Design

Policy 48 – Housing Development Criteria  
Policy 50 – Listed Settlement

**Gwynedd Structure Plan**

Policy A2 – Housing  
Policy D4 - Location, Siting and Design  
Policy D28 – Design  
Policy D29 – Design

**Stopped Unitary Development Plan**

Policy GP1 – Development Control Guidance Policy GP2 – Design  
Policy EN1 – Landscape Character  
Policy HP4 - Villages

**Planning Policy Wales, 7<sup>th</sup> Edition 2014**

**Technical Advice Note 12: Design**

**Design Guide for the Urban and Rural Environment**

**4. Response to Consultation and Publicity**

**Community Council** – No comments

**Local Member, Cllr. V Hughes** – No response to date

**Local Member, Cllr H E Jones** – No response to date

**Welsh Water** – Recommended conditional approval

**Drainage Section** – Comments

**Highway Authority** – Recommended conditional approval

**Natural Resource Wales** – No objection / standard informative

The application was afforded two means of publicity; these were by the posting of a notice near the site and the serving of personal notifications on the owners of neighbouring properties. Following the receipt of amended plans the publicity process has been carried out three times. The latest date for the receipt of representations was the 23<sup>rd</sup> January, 2015 and at the time of writing this report 6 letters of representation had been received from the owners of the three neighbouring properties. The main issues raised can be summarised as follows:

- i) Road serving the site is narrow. Parking problems exist in the locality, cars are parking on the road and the use of the existing access to the site would result in loss of parking spaces. Contractor's vehicles and delivery vehicles would worsen the situation. The number of cars parking on the road make it hard for emergency and refuse vehicles to visit the site
- ii) Biodiversity – Have surveys been carried out in terms of tress and wildlife that could be affected by the proposal.
- iii) Trees – the applicant has stated that no trees or hedge are located on the site – this is an untrue

statement. A new boundary fence will change the landscape

iv) Scale of dwelling is out of character with the surrounding area.

v) Affect the legal right of way of adjoining property

vi) Proposal would result in loss of value to neighbouring properties

vii) Previous application was refused on highways and policy grounds – how can this proposal be acceptable?

In response to these comments I would state:

i) Parking facilities will be provided within the site for the dwelling. Although it is acknowledged that additional traffic will be generated by construction traffic this will be for a temporary period only and will not affect the amenities of the neighbouring properties to such a degree as to warrant the refusal of the application. The existing access to the site is to be utilised by the proposal and therefore this should not result in loss of parking spaces as this is an existing access. The Highway Authority has been consulted and have raised no objection to the proposal.

ii) A Protected Species Survey has been submitted as part of the application and Natural Resource Wales and the authority's Ecological and Environmental Advisor have been consulted and have raised no objection to the proposal.

iii) The applicant has submitted plans illustrating the location of trees on the boundary. Whilst the submitted plans illustrate a new boundary fence to enclose the garden area the existing trees along part of the boundary will also be retained. Due to the proposal being on the edge of the settlement adjoining a residential estate it is not considered that a erection of a 1.8 timber fence will detrimentally harm the surrounding landscape.

iv) Although the proposed dwelling is larger than the detached dwellings on the residential estate there are other properties of similar scale in the locality and therefore the proposal will not be out of character to the detriment of the locality

v) This is a private matter between individuals and is not a planning matter

vi) The erection of one dwelling on this site which is situated at a distance of more than twenty metres away from the adjoining properties should not have an impact on the value of the neighbouring properties. However paragraph 3.1.7 of Planning Policy Wales states that the planning system does not exist to protect the private interests of one person against the activities of another. Proposal should be considered in terms of their effect on the amenity and existing use of land and building in the public interest. The proposal as submitted will not have an adverse effect on the amenities of the surrounding properties or harm the surrounding landscape.

vii) The plot of land that formed planning application reference 33C295 was a much larger plot than the current application. The southern boundary of the scheme refused was 33.5 metres and the western boundary measured 33.5 metres. The southern boundary of the proposed plot currently under consideration measures 30 metres and the western boundary measures 25 metres long and therefore the current proposal is considered as an acceptable extension to the village.

During the course of determining planning application reference 33C295 the Highway Authority raised concerns that the proposal could lead to further residential developments and refused the application

as the highway fronting Nant y Gors was inadequate to cater for additional traffic. However during the course of determining outline application reference 33C295A the Highway Authority stated that they could support an application for one dwelling provided that the applicant enter into a legal obligation that no further development would take place on the land to the rear of the site. It is not considered that a Section 106 Agreement is necessary as another dwelling to the rear of the site could not be supported in policy terms, however such an application would be considered on its own merits and in accordance with policies and guidance relevant at that time.

## **5. Relevant Planning History**

33C295 – Outline application for the erection of a dwelling on land adjoining Nant Gors, Pentre Berw – Refused 31/05/12

33C295A – Outline application for the erection of a dwelling on land adjacent to 4 Nant y Gors, Pentre Berw – Approved 19/12/12

### **Site history adjoining land**

33C106 – Erection of a dwelling on part of OS 9042, Ty'n Berllan, Pentre Berw - Refused 08/12/89

33C106A - Erection of a dwelling on part of OS 9042, Ty'n Berllan, Pentre Berw - Refused 15/07/91

## **6. Main Planning Considerations**

**Policy Context** - Pentre Berw is defined as a Listed Settlement under policy 50 of the Ynys Môn Local Plan and as a village under Policy HP4 of the stopped UDP.

Single plot applications on the edge of settlements are considered acceptable under Policy 50 of the Ynys Môn Local Plan.

Planning application reference number 33C295 (outline permission for one dwelling) was refused in May 2012 as the scale of the plot was much larger and the dwelling and its curtilage was situated further back into the agricultural field and therefore was not considered as an acceptable extension to the village as the dwelling was too far removed from the neighbouring properties. The scale of the plot was reduced and an amended outline application was re-submitted and approved for the erection of a dwelling under planning permission reference 33C295A.

The current application is a full application as the scale of the plot is larger than the plot that was approved under 33C295A. Although the plot size is larger than that approved the scale of the plot remains smaller than the original refused plot size (33C295) and therefore the proposal is considered as an acceptable 'infill/edge of settlement' plot and therefore complies with the requirements of Policy 50 of the Ynys Môn Local Plan.

During the consultation process the Joint Planning Policy Unit has requested justification on how the proposal would meet the requirements of the village community. However, as stated above outline planning permission has been granted on the site, for the erection of a dwelling and this permission is extant.

Although the authority is currently carrying out a review into residential developments within listed settlements the current application is supported due to the fact that the extant outline planning permission for one dwelling on the site (valid until December 2015) and although the scale of the proposed plot is slightly larger than the approved plot scale the proposal is an acceptable extension to

the settlement of Pentre Berw.

**Highways Safety** – Concerns have been raised by the occupants of the neighbouring properties in regards to highway safety and vehicles parking on the estate road. Parking provision for the occupants of the proposed dwelling will be provided within the site. The Highway Authority have been consulted and have raised no objection to the proposal.

**Effect on neighbouring properties** – There is a distance of more than 30 metres between the front of the proposed dwelling and the rear of the existing dwellings (5 and 6 Nant y Gors) and a distance of 20 metres between the side of the proposed dwelling and the side of 4 Nant y Gors. These distances more than comply with the requirements of Supplementary Planning Guidance Design Guide for the Urban and Rural Environment in terms of distances between properties. Due to these distances the proposal will not detrimentally harm the amenities currently enjoyed by the occupants of the dwellings to such a degree as to warrant the refusal of the application.

## **7. Conclusion**

The proposal complies with current local and national policies. The proposal will not harm the amenities currently enjoyed by the occupants of neighbouring properties or have a detrimental impact on highway safety.

## **8. Recommendation**

To **permit** the development subject to conditions.

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

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

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

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

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

**(03) The prior agreement of the local planning authority in writing shall be obtained before any trees or hedges on the site or on the boundaries of the site are lopped, topped or felled, and if any such trees or hedges are felled they shall be replaced to the satisfaction of the local planning authority.**

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

**(04) Foul water and surface water discharges shall be drained separately for the site.**

Reason: To protect the integrity of the public sewerages 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) 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: To comply with the requirements of the Highway Authority.

**(08) 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.

**(09) 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.

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

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

**(11) The access shall be completed with a bitumen surface or other suitable surfacing material as may be agreed in writing with the Local Planning Authority for the first 5 metres from the nearside edge of the County Highway with the surface water drainage system completed and in working order) before the use hereby permitted is commenced.**

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

**(12) The turning area shall be completed in full accordance with the details as submitted before the dwelling is occupied and thereafter retained solely for those purposes.**

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

**(13) Any gates erected at the access shall be set back a minimum distance of 5.0 metres from the nearside edge of the county highway.**

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

**(14) The development hereby approved shall be carried out in strict conformity with the details shown on the submitted plans and contained in the form of application and in any other documents accompanying such application, unless conditions of this permission stipulate otherwise.**

Reason: For the avoidance of doubt.

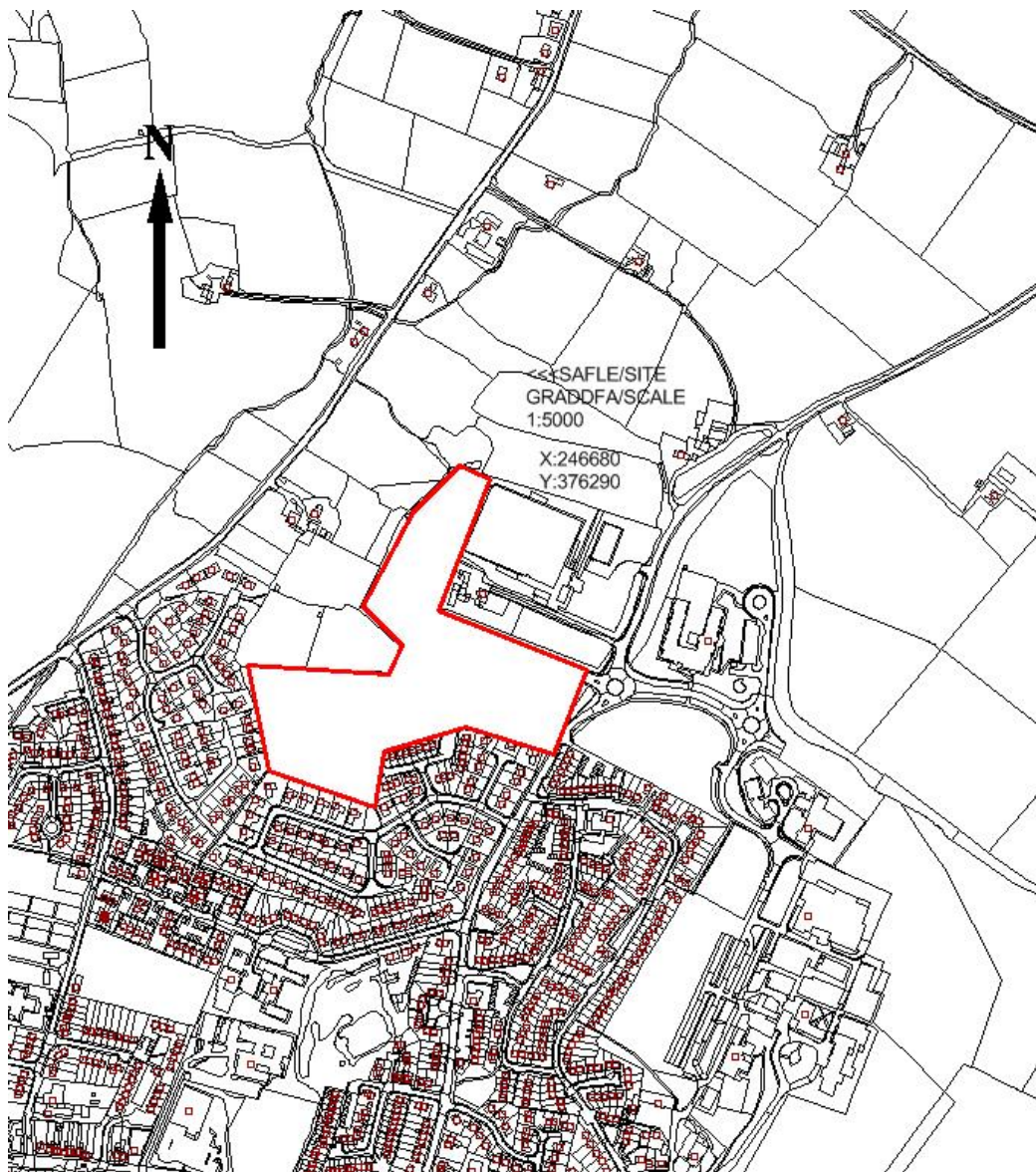
Rhif y Cais: **34C553A** Application Number

Ymgeisydd Applicant

**St Malo (Llangefni) Ltd**

**Cais amlinellol ar gyfer datblygiad trigiannol yn cynnwys gwaith priffordd a rhydwraith cysylltiol yn/Outline application for residential development, highway and associated infrastructure at**

**Ty'n Coed, Llangefni**





**Planning Committee: 13/05/2015**

**Report of Head of Planning Service (MTD)**

**Recommendation:**

Permit.

**Reason for Reporting to Committee:**

The application is reported to the Planning Committee because it has been advertised as a departure from the development plan, and is being recommended for approval.

Members will recall visiting the site in the 21<sup>st</sup> August, 2013.

The application was deferred from the last committee meeting in line with pre-election protocols.

### **1. Proposal and Site**

The application relates to an area of approximately 5.34 hectares of agricultural land to the north of Llangefni between the B5110 (leading to Brynteg) & B5108 (leading to Talwrn). There are residential properties at Bro Ednyfed abutting the southern boundary of the application site. To the east on the opposite side of Talwrn Road members may be aware of the recently constructed school and extension to the Coleg Menai campus, and associated facilities.

The application is made in outline form, with all details reserved for further consideration.

### **Residential Development**

The proposal encompasses approximately 4.5 hectares. The supporting statement with the application states that 138 dwellings developed in three phases could be accommodated on this area.

Access to the above development would be via the relatively recently constructed roundabout on Talwrn Road, which currently serves the development to the east.

### **2. Key Issue(s)**

\* Adequacy of existing residential land supply.

\* Compliance of the respective proposals with development plan and other material policy considerations.

### **3. Main Policies**

#### **Gwynedd Structure Plan**

A1 (Distribution of Housing Development)  
A2 (Housing Land Location)  
A3 (Scale & Phasing of Housing Development)  
A6 (New Dwellings in the Open Countryside)  
A9 (Affordable Housing)  
FF15 Pedestrian & Disables Access

#### **Ynys Môn Local Plan**

47 (Housing Requirements)  
48 (Housing Development Criteria)  
49 (Defined Settlements)  
53 (Housing in the Countryside)

**Stopped Anglesey Unitary Development Plan**

HP1 (5 Year Supply)  
HP2 (Housing Density)  
HP3 (New Housing Development – Main & Secondary Centres)  
HP6 (Dwellings in the Open Countryside)  
HP7 (Affordable Housing)  
TR9 (Walking, Cycling & Horse Riding)

**Technical Advice Note (Wales) 1 Joint Land Availability Studies (2006)**

**Interim Planning Policy Large Sites Feb 2011**

**Planning Policy Wales, 7<sup>th</sup> Edition**

**Supplementary Planning Guidance: Design\_Guide for the Urban and Rural Environment**

**4. Response to Consultation and Publicity**

**The Local Members:** No observations received.

**Town Council:** Comments in respect of number of houses and that any permission should be the subject of a Section 106 Agreement.

**Highways:** Conditional permission.

**Public Rights of Way:** No objections.

**Drainage:** Conditional permission requiring a Sustainable Urban Drainage System (SuDS) in respect of surface water drainage.

**Housing & Social Services Department:** No objections subject to affordable housing provision.

**Environmental Services:** No objections subject to conditions in respect of working hours during construction. Also noted that the development is close to a sporting facility which can give rise to complaints of noise nuisance in the future, to which little or no amelioration measures can be applied retrospectively.

**Welsh Water:** No objections subject to conditions

**National Resources Wales:** Conditional permission and require details of the implementation of the great crested newt mitigation strategy.

**Welsh Language Board:** Observations made on submitted Welsh Language Assessment; no objections.

**Education:** Require contribution from developer of £863,872 this figure reflects the calculated additional costs which would be imposed as a consequence of additional demand for child education.

**GAPS:** Require a survey to be carried out. However, as this has only been requested at this late stage it is considered appropriate and reasonable to request this by way of condition or prior to release of any consent.

## **5. Relevant Planning History**

34C553/SCR - Screening opinion for residential development including extra care facility, highway and associated infrastructure. Environmental Impact Assessment not required - 28.02.07.

## **6. Main Planning Considerations**

### **Principle of Residential Development**

Having regard to the provisions of section 38(6) of the 2004 Act, determination to be made under the planning Acts the determination must 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). Other material policy considerations include the Stopped Anglesey Unitary Development Plan, National and other Planning Guidance listed in the relevant section of this file.

Policy A1 of the Gwynedd Structure states sufficient land (including that with planning consent) will be made available for housing to allow for the development of some 9,070 additional dwellings in Gwynedd during the plan period 1991 to 2006, Anglesey's distribution was 3,170.

Policy A2 of the Gwynedd Structure Plan states housing land to meet the requirements of policy 1 will be located within, or on the edge of, existing settlements at a scale which reflects the settlements existing population as a proportion of the total population of the relevant district. Policy A3 of the Gwynedd Structure Plan is also relevant and states that the scale and phasing of new housing development will be expected to take account of the listed criteria.

Policy 47 of the adopted Anglesey Local Plan states enough land (including land with planning permission) will be made available for the provision of some 2150 new dwellings during the period 1991-2001.

Llangefni is identified as a defined settlement under the provisions of policy 49 of the Anglesey Local Plan and the application site lies outside this settlement boundary, this is why the application has been advertised as a departure from the provisions of the development plan.

On 1<sup>st</sup> 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 Mon 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. Llangefni is identified as a Main Centre under the provisions of policy HP3 of the Stopped Anglesey Unitary Development Plan "Stopped UDP" and the application site lies outside this settlement boundary.

In February 2011 the Council adopted an Interim planning Policy for large sites immediately adjacent to the development boundaries of main centres. This policy was to ensure that sufficient housing land was made available to maintain a 5 year land supply until the Joint Local Development Plan is adopted. This policy can be used to consider applications for 50 or more residential units immediately adjacent to Llangefni providing 50% are of an affordable nature.

Given the process undertaken to prepare the policy, its adoption via Council resolution and its main purpose, namely; to try to facilitate development that could enable the LPA to maintain a statutory 5 year supply of land, it is considered that the interim Policy can be afforded weight as a material planning consideration.

The latest published Joint Housing Land Availability Study shows a 5.4 year land supply. This is above the need for a 5 year land supply although it should be recognised that 5 year supply is a minimum requirement. A significant upturn in the completion rate over the next year to 18 months could result in the land supply falling below the minimum 5 year supply and thereby leaving the Council open to applications in potentially less sustainable locations being approved.

The planning support statement refers to National Policies that support the development of this site in sustainability terms. These were part of the justification for an interim policy that is applicable to main centres on the island since these are the most sustainable locations for large housing proposals. The statement addresses the the individual criteria within the interim policy.

It is considered that the granting of permission in this instance would assist the council in maintaining a 5 year supply of land until the Joint Local\_Development Plan is adopted.

### **Effect on Amenities**

Policy 1 of the Ynys Mon Local Plan and GP 1 of the Stopped Ynys Mon Unitary Development Plan relate the effect on residential amenities and pollution and nuisance problems will be assessed in determining planning applications. The effect on property values is not in this instance a material consideration. It is not considered that the proposals would unacceptably affect the outlook from the adjacent properties. The proposed dwellings can be sited a sufficient distance away from boundaries to prevent any unacceptable overlooking. For the reasons described is not considered that the proposals will unacceptably affect the amenities of any adjacent properties. A condition has been recommended to be attached to any permission granted so as to restrict construction times and distances of development from the boundary with Bro Ednyfed. Issues in relation to noise nuisance during construction are subject to separate legislative provisions.

Objections have also been received on the basis that the adjacent football field may unacceptably affect the amenities of occupants of this development. This factor is also acknowledged by the council's Environmental Services Section. Having weighted the distance between the existing and proposed developments and the frequency of disturbance, it is not a factor which could be attributed such weight so as to refuse planning permission.

Objections have also been received from residents in respect of existing and anticipated drainage problems, and this is considered below.

### **Flooding & Drainage**

Foul sewerage is proposed to be discharged to the public sewer. Welsh Water initially objected to the development are now recommending approval subject to a requirement that the developer fund any improvements works necessary to facilitate the development.

Many concerns were expressed by residents of Bro Ednyfed in respect of surface water flooding. Members of the Planning Committee who attended the site visit also noted that the part of the application site that they viewed poorly drained, and raised a number of questions about the existing and proposed surface water drainage arrangements. As this is an outline planning permission it is

necessary to establish in principle that surface water can be discharged from the development satisfactorily.

These issues have been investigated in detail by officers and Natural Resources Wales, who have statutory responsibility for this matter. The following principles have been established:

1. There are outlets on the application site into which surface water can be discharged from the development.
2. There are a number of engineering solutions for surface water disposal, but it would not comply with circular advice to require a detailed scheme at the outline planning application stage as these are matters appropriately dealt with via a planning condition.
3. Any scheme to be submitted under conditions will need to take account of:
  - the geology and topography and existing drainage arrangements, to ensure that amongst other considerations that there is no detrimental impact of residential properties in the locality.
  - Any scheme to be submitted under conditions should also be of a sustainable drainage approach to surface water management (SUDS). This involves using techniques such as soak ways and permeable surfaces, ponds and wetlands.
  - NRW will require that surface water runoff rates from the development will not exceed 1 in a 100 years.

Whilst residents of Bro Ednyfed may have experienced problems of flooding in their garden, this is not a reason for withholding planning permission. Members are urged to adhere to the condition below which will ensure that the development can proceed in an acceptable manner.

## **7. Recommendation**

*The Head of Planning Service to **Permit** the application subject to an agreement under section 106 of The Town and Country Planning Act 1990 (as amended) containing the following provisions:*

- **A percentage of the new dwellings to comprise affordable housing units.**
- **A contribution of funds to the Education Authority**
- **A contribution of funds to Welsh Water as necessary**

**That delegated powers are granted to the Head of Service to resolve matters relating to the requirements of Natural Resources Wales in respect of Great Crested Newts prior to the release of any permission.**

Conditions recommended to be attached to any planning permission granted

**(01) The development hereby permitted shall be begun not later than whichever is the later of the following dates:**

**i) The expiration of five years from the date of this permission.**

**ii) The expiration of two years from the date of approval of the last of the reserved matters to be approved.**

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.

**(02) Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of 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.

**(03) Approval of the details of the appearance to include floor plans, layout; scale and access thereto and the landscaping of the site (hereafter called 'the reserved matters') shall be obtained in writing from the Local Planning Authority before the development is commenced.**

Reason: The application is for outline planning permission.

**(04) 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 building(s) in relation to the existing and proposed levels of the site and the surrounding land. The building(s) 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

**(05) The details to be submitted shall illustrate the development sited and designed so that no window shall overlook an existing habitable room window at a distance of less than 21 meters, and no residential curtilage at a distance of less than 10 meters.**

Reason: To safeguard the amenities of adjacent properties at Bro Ednyfed.

**(06) The details to be submitted for the approval in writing of the Local Planning Authority in accordance with condition (01) above shall include a scheme of landscaping and tree planting for the site which provides for the retention of the existing trees. The landscaping scheme shall show the proposed planting including species, size and density and distinguish the trees 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 not later than the first planting season after the occupation of the buildings or 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 the visual amenities of the locality.

**(07) 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.

**(08) No development shall take place (unless otherwise approved in writing by the Local Planning Authority) until full details of a scheme indicating all of the proposed means of enclosure around and within the site whether by means of walls, fences or hedges has been submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be constructed, erected or planted prior to the occupation of the development hereby approved.**

Reason: To ensure that the details and appearance of the development are acceptable to the Local Planning Authority.

**(09) The development hereby permitted shall be roofed with natural Welsh heather blue, heather red or heather grey mineral slates, unless alternative natural mineral slates of equivalent colour, texture and weathering characteristics are approved in writing by the Local Planning Authority.**

Reason To ensure a satisfactory appearance of the development.

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

Reason: To ensure a satisfactory appearance to the development.

**(11) Before any development commences, plans shall be submitted and approved by the Local Planning Authority showing details of the following reserved matters:**

**(i) the proposed layout and typical construction details based on ground investigation information to verify its adequacy.**

**(ii) longitudinal and cross section through the roads illustrating the proposed road levels relative to the existing ground levels and proposed buildings' finished floor levels.**

**(iii) the surface water drainage and means of disposal including the position of gullies, pipe diameters, design data and outfall.**

**(iv) the location and the type of street lighting furniture**

**(v) pedestrian and cycle routes including provision to safeguard the existing Public Footpaths which crosses the site.**

**(vi) scheme for parking, garaging and manoeuvring and the loading and unloading of vehicles which shall accord with the Isle of Anglesey Council Supplementary Planning Guidance 'Parking Standards' (2008) (or any subsequent amendment or policy document as may be approved in writing by the Local Planning Authority).**

**(vii) the extent and location of provision for refuse collection and recycling facilities.**

**(viii) bicycle storage area including rack specification and design.**

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

**(12) The hours of operation for all contractors for the duration of the development hereby approved shall unless otherwise agreed in writing by the local planning authority be limited to: 7.30am to 6.00pm on Mondays to Fridays. 7.30 am to 1.00pm on Saturdays No work shall be carried out on Sundays and Bank Holidays.**

Reason In the interests of the amenities of neighbouring properties.

**(13) The development shall not be commenced until all essential off-site public sewerage improvement works, identified within the modelling assessment report (Report No. RS3156-07-0A or any alternate report as maybe subsequently approved in writing by the Local Planning Authority) has been completed and fully operational and written confirmation of such has been obtained from the Local Planning Authority.**

Reason: To protect the integrity of the public sewerage system and prevention of pollution to the environment.

**(14) No development shall commence until a “scheme” for foul, surface and land drainage of the development has been submitted to and approved in writing by the local planning authority. The “approved scheme” shall be completed and operational before any of the dwellings hereby approved are occupied. The “scheme” to be submitted shall show foul drainage being connected to the public sewerage system and in accord with the provisions of condition (14).**

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

**(15) Prior to the submission of the “scheme” under condition (15) above, written confirmation shall be obtained from the Local Planning authority that:**

- **An assessment into the potential for disposing of surface water by means of sustainable drainage systems (“SuDS scheme”) and**
- **the results of this assessment have been submitted to the local planning authority.**

**If the assessment under the provisions of b) above demonstrates that there is potential for disposing of surface water by means of a “SuDS scheme”, the “scheme” to be submitted pursuant to condition (15) above shall incorporate such provision. Where a “SuDS scheme” is to be implemented, the submitted “SuDS scheme” shall:**

**i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the development and the measures to be taken to prevent pollution of the receiving groundwater and/or surface waters;**

**ii) Specify the responsibilities of each party for the implementation of the “SuDS scheme”, together with a timetable for that implementation; and**

**iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker or other arrangements to secure the operation of the scheme throughout its lifetime.**

Reason To ensure that the principles set out in Technical Advice Note 15: Development and Flood Risk has been satisfactorily undertaken.

**(16) The housing development shall take place in accordance with a phased scheme of development (hereinafter called the schedule of development) to be submitted to and agreed in writing with the local planning authority prior to the commencement of any development on the site. No dwellings comprised in any subsequent phase shall be commenced before the works to construct the dwellings comprised in the previous phase are substantially physically completed.**

Reason: For the avoidance of doubt and in the interests of amenity.

**(17) An Archaeological Survey to the requirements of Gwynedd Archaeological Planning Service should be carried out prior to the commencement of any works.**



Reason: To ensure any archaeological remains are preserved and recorded.

### **Informatives**

*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 any 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 Welsh Government (Countryside Division) before any development can proceed. The applicant is advised to contact: Welsh Government, Cathays Park, Cardiff, CF10 2NQ, telephone 02920 823363.*

*The decision notice must be read in conjunction with the terms of the legal agreement of the (date). You are advised to satisfy yourself that you have all relevant documentation.*

### **8. Other Relevant Policies**

#### **Gwynedd Structure Plan**

D3 Landscape Conservation Area  
D4 Location, Siting & Design  
D20 Foul Effluent  
D28 Natural Mineral Slate  
D29 High Standard of Design  
FF11 Traffic Generation  
FF12 Parking Provision

#### **Ynys Mon Local Plan**

1 General  
31 Landscape  
32 Landscape  
42 Design  
26 Car Parking  
28 Tidal Inundation & Flooding

#### **Stopped Anglesey Unitary Development Plan**

GP1 Development Control Guidance  
GP2 Design  
EN1 Landscape Character  
SG4 Foul Sewage Disposal  
SG6 Surface Water Run Off  
TR10 Parking Standards

#### **Isle of Anglesey County Council Parking Standards (2008)**

#### **Supplementary Planning Guidance Planning & the Welsh Language**

#### **Ministerial Interim Planning Policy Statement (MIPPS) 01/2006 – Housing**

#### **Ministerial Interim Planning Policy Statement (MIPPS) 01/2008 - on Good Design**

## **Technical Advice Note 5 (Wales) Nature Conservation and Planning**

## **Technical Advice Note 12 (Wales) Design**

## **Technical Advice Note 18 (Wales) Transport**

## **Technical Advice Note 20 (Wales) The Welsh Language-Unitary Development Plans and Planning Control**

## **Supplementary Planning Guidance on Affordable Housing**

### **9. Other Responses to Consultation and Publicity**

162 letters and a petition signed by 85 people received objecting to the planning application on the following grounds:

Need for housing development of this scale in Llangefni;  
Greenfield site;  
Need for extra care facility;  
Health and safety of location for existing residents adjacent and occupants of extra care facility;  
Effect of development on Plas Penlan Nursing Home;  
Development not in compliance with planning policies and outside of settlement boundary of Llangefni;  
Effect on residential amenities of adjacent existing residential properties;  
Effect of Llangefni football ground on the amenities of occupants of the proposed dwellings;  
Flooding;  
Overdevelopment;  
Traffic;  
Precedent for further development;  
Sewerage infrastructure inadequate;  
Development of this scale should be to the west of Llangefni;  
Police and ambulances are cutting services in Llangefni thus making development unsustainable;  
Part of hedgerow shown as being on the application site is actually in Bro Ednyfed;  
No details in respect of the public footpath which traverses the application site;  
Effect on views;  
Lack of information on the extra care facility, particularly having regard to the re-located school opposite;  
Impact of a development of this scale on school provision;  
Demographic and Welsh Language considerations;  
Electricity supply problems already at Bro Ednyfed;  
Affordable housing;  
No information regarding loss of existing trees;  
Planning Committee requested to refuse the application;  
Increased anti-social and criminal activity from public footpath crossing application site.  
One letter received from the Assembly Member for Anglesey expressing the following concerns of constituent:  
Affordable housing – Houses will be too high in comparison with relatively low wages locally.  
Local Services - Additional pressure on existing local services – doctor and dentist surgeries, waste collection, schools, shops and so on.  
Lack of demand for houses - There are empty houses in Llangefni and others under construction.  
It is requested that constituents concerns are considered in determining the application.  
The schools are at capacity and this proposal would put further strains on the local educational

departments;

There are other brownfield sites which should be investigated especially as this does not comply with policy;

Does the company have the financial ability to develop such a large site;

The extra care has been removed from the application was this just a sweetener that the applicant had no intention of progressing;

The housing need will need to be taken into account there are still over 65 houses for sale within 1 mile. The new Wylfa station will not require this extra housing as local people will be involved who already live here;

The population is predicted to reduce so this new housing is not needed;

There are bats nearby;

Traffic will be increased;

Why was the roundabout built when there was no proposal;

The site floods;

Inability of the mains sewage system to cope;

Increased pressure on school NHS dentists and Council services;

Reduction in privacy and light to existing houses.