



**Planning Committee: 02/09/2015**

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

**Recommendation:**

Permit

**Reason for Reporting to Committee:**

The application has been called in by a local member.

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

Confirmation has now been received that the access track from Turkey Shore Road to the site is owned by the Council over which the applicant has a right of access. The track immediately adjoining the dwelling is owned by the applicant and it is understood that other properties have a right of way.

At its meeting held on the 29<sup>th</sup> July, 2015 the Members resolved to undertake a site visit prior to determining the application. The site was visited on the 19<sup>th</sup> August, 2015 and the Members will now be familiar with the site and its setting.

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

The application lies at Turkey Shore Road in Holyhead. The Holyhead port lies opposite the dwelling entrance.

The proposal entails alterations and extension to form a self-contained annexe.

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

The key issue is whether the proposed scheme is acceptable.

### **3. Main Policies**

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

Policy 1 – General Policy

Policy 5 – Design

Policy 42 – Design

#### **Gwynedd Structure Plan**

Policy D4 – Location, Siting and Design

Policy D29 - Design

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

Policy GP1 – General Control Guidance

Policy GP2 – Design

Policy HP 7a – Extension

## **Planning Policy Wales (7th Edition), July 2014**

### **Technical Advice Note 12 – Design**

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

**Councillor Arwel Roberts** – Call-in – concerns regarding overshadowing, loss of light, privacy issues and possible increase in traffic.

**Councillor Raymond Jones** - No response received at the time of writing this report

**Councillor Robert Jones** – No response received at the time of writing this report

**Town Council** – No objection

**Public Consultation** – The application was afforded three means of publicity. These were by the placing of a notice near the site, placing an advert in the local newspaper and serving of personal notifications on the owners of neighbouring properties. The latest date for the receipt of representations was the 05/05/2015. At the time of writing this report, the department have received 8 letters of objection and 2 petitions.

Their concerns are:

- 1) The closure/disruption of Turkey Shore lane during construction
- 2) Loss of privacy / overlooking to dwelling known as Cae Mawr.
- 3) Overshadow/Loss of light to the dwelling known as Cae Mawr.
- 4) Height of the annexe and will be out of character with the surrounding properties.
- 5) Loss of value to the dwelling known as Cae Mawr.
- 6) The proposal would damage the access road which is private and maintained by various properties.
- 7) Council now state that they own part of the lane, however have not been maintaining the land in the past. Correspondent has a copy of a letter from the Highway Authority stating it wouldn't be safe and that the land shouldn't be used. The lane is used by members of the public and adjoining properties and proposal will be detrimental to Highway Safety.

Other issues were also raised however these are not material planning considerations.

In relation to the concerns above, I would comment as follows:

- 1) A condition will be placed on the decision notice regarding the means of access on Turkey Shore Road in the interest of the public footpath.
- 2) No overlooking/loss of privacy to the dwelling known as Cae Mawr as no new windows will face towards the dwelling. All new windows will face towards the applicant garden and lane.
- 3) The height of the annexe is lower than the main dwelling, therefore it is not considered that the proposed annexe will look out of place or form an adverse loss of light to the dwelling known as Cae Mawr.
- 4) The height of the proposed annexe is lower than that of the existing dwelling. There is a mixture of house types in the vicinity, these being single and two storey units of the application site and therefore the proposal will not be out of character with the surrounding area.
- 5) Loss of value to dwelling is not a planning consideration
- 6) It has been confirmed that the access road from the dwelling to the highway road is part private

owned by the applicant and the Council, therefore it is maintained by both applicant and the Council.

7) At the time of writing this report no response had been received by the Highway Authority and their response will be reported verbally at the meeting.

## **5. Relevant Planning History**

No site history

## **6. Main Planning Considerations**

The proposed entails alterations and extension to the rear of the dwelling to form a self-contained annexe at Harbour View Bungalow, Turkey Shore Road.

The proposed extension will be a single storey extension to the side/rear of the dwelling to form a new kitchen/dining room, one bedroom and a bathroom which will be a self-contained annexe. The scale of the annexe measures 67 square metres. There is an inter-connection between the annexe and the main dwelling. Overlooking by the proposed scheme is not an issue as the new windows overlook towards the applicant garden and the road. The height of the proposed annexe measures 3.8 metres which is lower than the main dwelling house.

It is also considered that there is no adverse impact of loss of light to the rear dwelling known as Cae Mawr to warrant a refusal. The proposed materials are considered acceptable.

There are ample parking spaces to the front garden to facilitate vehicles during the construction phase.

It is not considered that the proposed scheme will impact the surrounding amenities or any neighbouring properties to a degree that it should warrant a refusal. The concerns noted in the objection letters are noted and considered during this report.

## **7. Conclusion**

The proposed development is considered acceptable to the Local Planning Authority. Consequently, it is my opinion that the proposal should be permitted subject to conditions.

## **8. Recommendation**

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

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

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

**(02) No development shall commence until a traffic management plan has been submitted to and approved in writing by the local planning authority detailing how construction traffic is to access the site from local roads and to ensure the free flow of traffic and public footpath on and off site; the development shall be implemented in accordance with the details as may be approved.**

Reason: In the interests of amenity and highway safety

**(03) The annexe hereby approved shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling outlined in red on the submitted location plan. At no time shall it be otherwise occupied/let/leased or disposed of.**

Rheswm: Er lles mwynderau

**(04) The development permitted by this consent shall be carried out strictly in accordance with the plan(s) submitted on the 24/12/2015 under planning application reference 19C1145.**

Reason: For the avoidance of doubt.

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

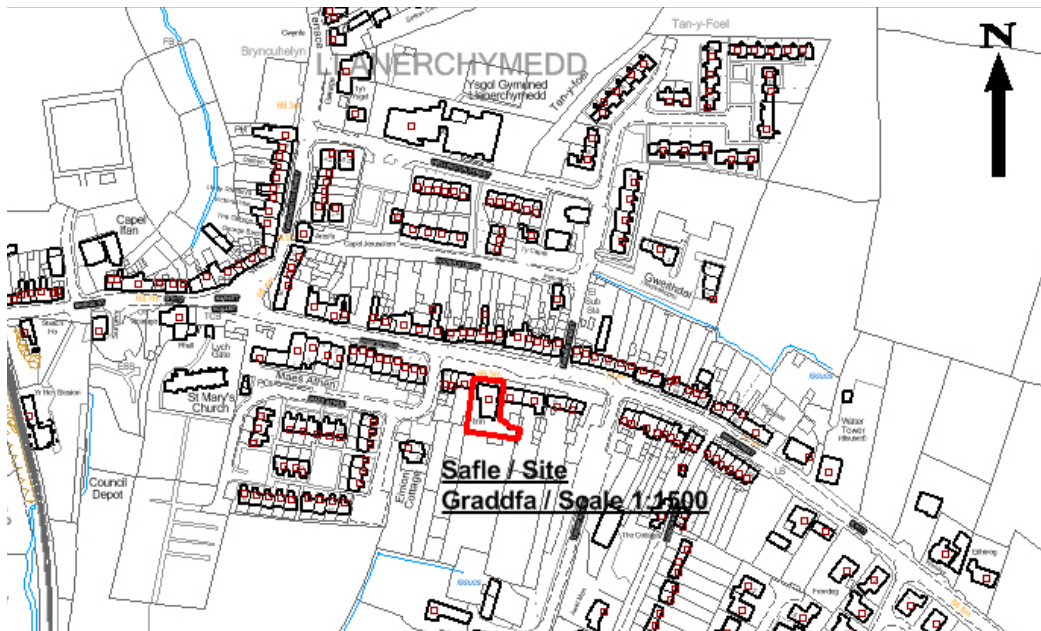
Rhif y Cais: **25C28C** Application Number

Ymgeisydd Applicant

**Tony Doggett**

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

**The Bull Inn, Llanerchymedd**



**Planning Committee: 02/09/2015**

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

**Recommendation:**

Permit

**Reason for Reporting to Committee:**

On request of Local Member John Griffiths

The application was deferred at the July committee meeting pending receipt of a report outlining the history of the building.

This report is included in the planning file.

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

It is proposed to demolish The Bull Public House in Llanerchymedd

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

Under the terms of Schedule 2 Part 31 of the Town and Country planning (Permitted Development) Order 1995 no planning permission is required for the demolition of certain types of building.

The Bull falls within this category.

It is required however, that prior notification is given to the Planning Authority to check whether the council requires the prior approval of the method and details of demolition.

It is this requirement which is the subject of this report.

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

The duty to publicise the prior notification lies with the applicant and this has been carried out in accordance with the relevant statutory requirements. Following this procedure the following responses have been received;

**Local Member John Griffiths** has asked for the matter to be presented to Committee.

**Community Council** unanimously oppose the application and is aware of strong feelings against the demolition. This is a historic building and would prefer a change of use rather than demolition. The town is already dying with small shops closing and there is nowhere for locals. Closing the pub will not attract people. There are 10 houses for sale and 15 undeveloped plots. An individual may come and want to buy the pub.

**Environmental Health:** No objection

**Building Control:** Comments

## **CADW: No Objection**

In addition 3 letters have been received points raised include;

It is abhorrent that one of the few historic buildings is to be demolished

The building has been allowed to fall into disrepair

The Bull is an asset and a hub for the community

The 9 houses to be built in its place will not benefit the village

In addition a petition containing over 200 names has been submitted this has been attached to one of the letters submitted

### **4. Relevant Planning History**

25C28B Application to determine whether prior approval is required for demolition - prior approval required.

### **5. Main Planning Considerations**

The purpose of the prior approval determination is to allow the planning Authority to require further details not originally submitted showing how the works are to be carried out. In assessing this information the Authority has due regard to the amenities of local residents and protection of businesses during the demolition process. Details will also need to show how the site is to be reinstated.

In respect of the above the applicant has submitted details explaining how a safe working zone with site fencing and all relevant signage will be set up. The methodology of the works has also been submitted and details of how dust pollution will be prevented. Works affecting the property immediately adjacent will be done by hand to prevent damage. Rendering will be done once rubble has been cleared. Works will be carried out during specified times.

The site will be left covered in hardcore with no debris left behind.

Following the last meeting of the planning committee CADW were consulted and have raised no objection

### **6. Conclusion**

It is considered that the method to be adopted is acceptable having due regard to those properties/occupiers nearby.

### **7. Recommendation**

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

**(01) Rhaid cychwyn ar y datblygiad yr ymwna'r caniatâd hwn a fo o fewn pum mlynedd i ddyddiad y caniatâd hwn.**

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

**(02) The development permitted by this consent shall be carried out strictly in accordance with the details submitted.**



Reason: For the avoidance of doubt.

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

**Informative**

The applicants attention is drawn to the provisions of the wildlife and Countryside Act 1981 in respect of any protected species which may be on the site

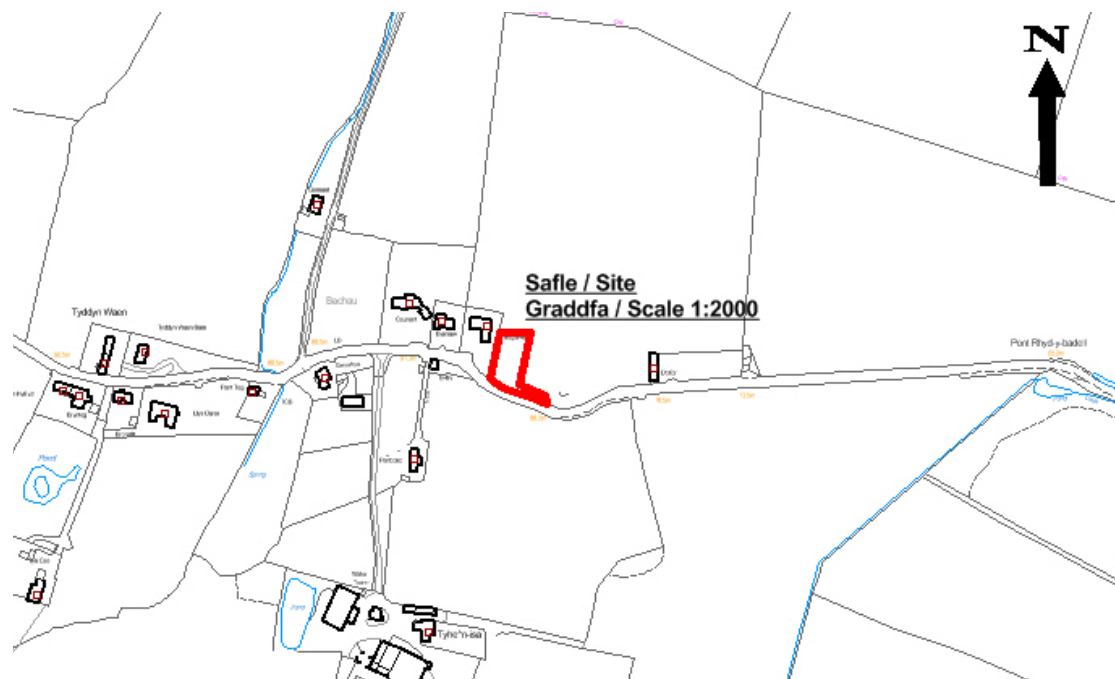
Rhif y Cais: **25C250** Application Number

Ymgeisydd Applicant

**Mr Glyn Lewis Hughes**

**Cais amlinellol ar gyfer codi annedd a gosod system trin carthion yn cynnwys manylion llawn am mynediad i gerbydau ar dir ger / Outline application for the erection of a dwelling and installation of a package treatment plant together with full details of the vehicular access on land adjacent to**

**Tregarwen, Coedana, Llanerchymedd**



**Planning Committee: 02/09/2015**

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

**Recommendation:**

Refuse

**Reason for Reporting to Committee:**

The application was deferred in the last planning committee in order to re-visit the previous recommendation of approval in light of a recent appeal decision in line of locality.

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

The application site is a parcel of land adjoining Tregarwen in the small hamlet of Bachau near Llanerchymedd.

The application is for outline planning permission with some matters reserved for the erection of a dwelling together with the creation of a new vehicular access.

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

The key issues are whether the proposal is acceptable in terms of policy together with the effect on the amenities of neighbouring properties.

### **3. Main Policies**

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

- 1 – General Policy
- 48 – Housing development Criteria
- 53 – Housing in the Countryside

#### **Gwynedd Structure Plan**

- A6 – New Dwellings in the Open Countryside
- D4 – Location, Setting and Design.

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

- GP1 – Development Control Guidance
- HP5 – Countryside, Hamlets and Clusters.

#### **Planning Policy Wales (7<sup>th</sup> Edition) 2014**

#### **TAN 12: Design**

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

**Cllr J Griffith** – No response at time of writing the report.

**Cllr K P Hughes** – Called into the planning committee

**Cllr LI M Huws** - No response at time of writing the report.

**Welsh Water** - No response at time of writing the report.

**Highways** - Conditions

**Drainage** – Comments

**Community Council** – Support the application, but expressed concerns regarding highway safety.

**Natural Resources Wales** – Provided general comments.

One letter of objection has been received as a result of the publicity carried out on the application.

The main points within the letter were:

- Highway safety
- Drainage
- Existing well
- Electricity Supply
- Long term plans may include further development on the field.
- Concerns regarding security of his property.
- Rural Community
- Invasion of privacy
- Devaluing property.

In response to the above:

- The Highways Authority have been consulted and have recommended conditional approval.
- The Drainage Section have been consulted upon and are satisfied with the drainage scheme.
- Issues with the well will be investigated at Building Regulation stage.
- Gaining electricity supply is not a planning consideration.
- This application is for a single dwelling only. Should a future planning application be submitted it will be dealt with on its own merit.
- This is not a planning consideration; matters regarding the security of the dwelling would be a matter for the police.
- Bachau consists of a handful of residential properties sited within close proximity to each other. For this reason Bachau is classed as a Countryside Hamlet and Cluster in the Stopped Unitary Development Plan, where single dwellings will be permitted on infill sites or other acceptable sites that are immediately adjacent to the developed part of the rural hamlet and cluster.
- The details of the proposed dwellings' appearance will be dealt at reserved matters stage. Furthermore a dwelling already exists adjacent to the objectors' house where it is anticipated that some degree of overlooking already exists.
- Devaluing a neighboring property is not a planning consideration.

## **5. Relevant Planning History**

None.

## **6. Main Planning Considerations**

The site is not considered suitable for the development of a new dwelling. There are no houses on the

opposite side of the road and it is considered that the proposal would encroach into a countryside location to the detriment of the appearance and character of the locality.

## **7. Conclusion**

The site is not considered suitable for the development of a new dwelling and would give rise to harm to interests of acknowledged importance as outlined.

## **8. Recommendation**

### **Refuse**

The proposal in this form would prejudice the implementation of Policy HP5 of the Stopped Unitary Development Plan by creating a set of circumstances which would make it difficult to resist further development on this field which could purport to be a logical extension of the settlement.

## **9. Other Relevant Policies**

### **Ynys Mon Local Plan**

31 – Landscape

42 – Design

### **Gwynedd Structure Plan**

D3 – Landscape Conservation Area

D28 – Natural Slates

D29 – Design

D32 – Landscaping

### **Stopped Unitary Development Plan**

GP2 – Design

TR10 – Parking Standards

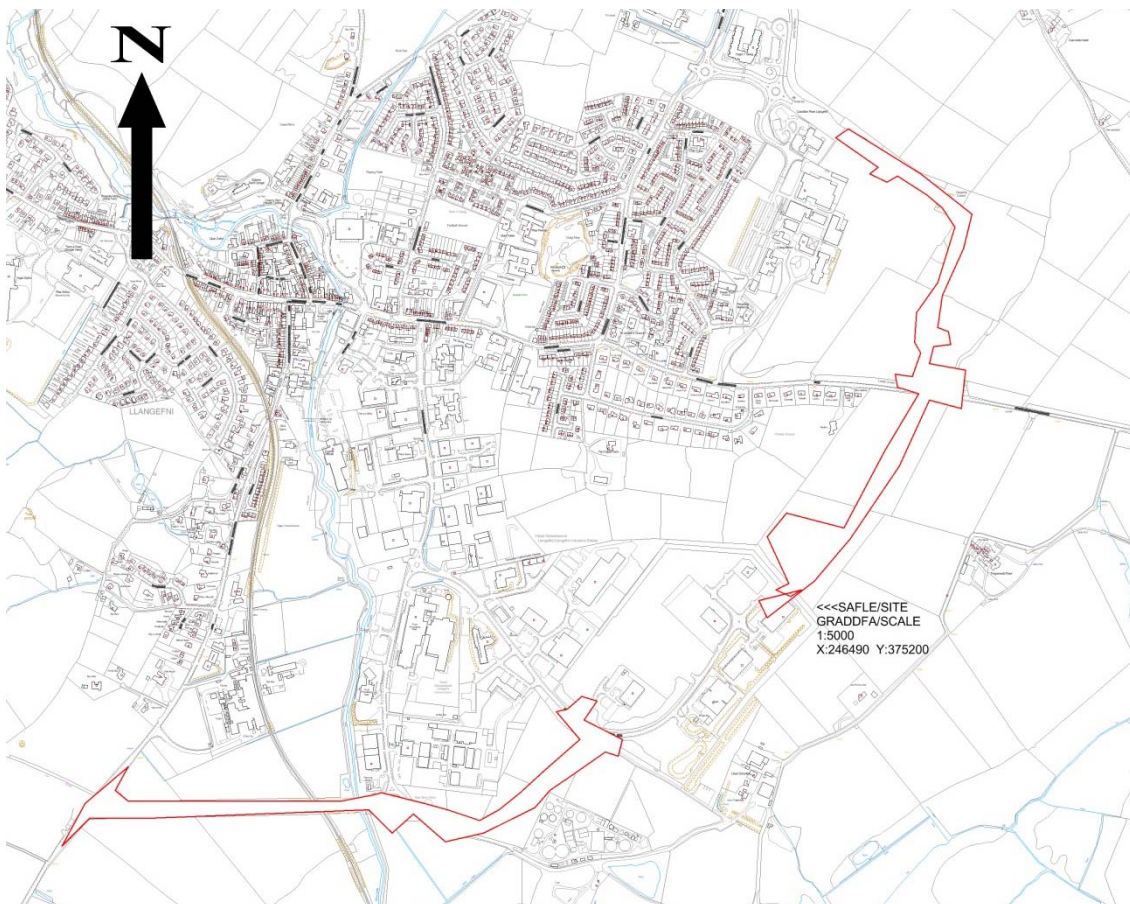
EN1 – Landscaping Character

Rhif y Cais: **34LPA1013/FR/EIA/CC** Application Number

Ymgeisydd Applicant

**Head of Service Environment & Technical**

**Cais llawn i adeiladu ffordd gyswilt a fydd yn cynnwys cylchfan newydd ar yr A5114, gwelliannau i'r briffordd rhwng yr A5114 a'r gyrchfan gyfredol ar ben deheuol Ffordd y Stad Ddiwydiannol ac adeiladu ffordd newydd rhwng y pwynt hwn a Pharc Busnes Bryn Cefni ac o'r gogledd o Barc Busnes Bryn Cefni i Goleg Menai trwy'r B5420, Ffordd Penmynydd ynghyd a gwaith cysylltiedig ar dir i'r dwyrain o / Full application for the construction of a link road comprising of a new roundabout on the A5114, highway improvements between the A5114 and the existing roundabout at the southern end of the Industrial Estate Road and construction of a new road between this point and Bryn Cefni Business Park and from the north of Bryn Cefni Business Park to Coleg Menai via the B5420, Penmynydd Road together with associated work on land to the east of**

**Stad Diwydiannol Bryn Cefni Industrial Estate, Llangefni**

**Planning Committee: 02/09/2015**

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

**Recommendation:**

Permit.

**Reason for Reporting to Committee:**

This is a Council application which is accompanied by an Environmental Impact Assessment.

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

It is proposed to construct a link road approx. 2.5km long comprising a two way single carriageway, with footpaths and cycle ways and runs from the A5114, through the Bryn Cefni Business park, across the B5420 then linking to an existing roundabout adjacent to Canolfan Plant Llangefni off the B5109 at Coleg Menai.

The land is made up of part business park and existing road but predominantly agricultural fields.

#### **Road Section 4**

Junction 1 (A5114) to Junction 2 (Industrial Estate Road)

This section measures approx. 600m. Junction 1 comprises a new four arm roundabout on the A5114 replacing the existing T priority junction. Two arms will run north and south providing connectivity to the A5114 whilst a third will run east to the existing unnamed road linking the A5114 and junction 2. The fourth arm will provide access to the Creamery Land Enterprise Zone. A contractor's compound of approx. 3,500 will be located adjacent.

A shared 2.5m wide footway/cycleway will be introduced along the eastbound carriageway between junctions 1 and 2 with a 1 m grass verge.

#### **Road Section 3**

Junction 2 to Junction 3 (Bryn Cefni Industrial Estate)

Outline consent required. This section measures approx. 530m in length. And will link into the existing junction 2 via a new third arm which will replace the existing currently used to access the Welsh Water site. A new spur will be provided for this.

The new link road will connect into a new roundabout (Junction 3) which will link into the Bryn Cefni Industrial Estate Road. A contractor's compound of approx. 2,050 will be located to the east of the spur. A 2.5m wide footway/cycleway will be provided along the eastbound carriageway and a 2m wide footpath along the westbound carriageway.

#### **Road Section 2**

Bryn Cefni Industrial Estate(existing roundabout) to junction 4 (B5420 Penymynydd Road)

From junction 3 the link road follows the route of the existing internal road. No works are proposed to this road. The next section to be constructed will measure approx. 540m in length connecting into a currently redundant fourth arm on the existing roundabout near Marco Cable Management, the road will then route north eastwards across agricultural land and link in with a new 4 arm roundabout at the B5420 (junction 4)

The western and eastern arms of the roundabout will provide connectivity with the B5420 with the proposed link road continuing northwards. Again a footway/cycleway will be provided. A compound will also be provided.

#### **Road Section 1b Junction 4 to 5 (new roundabout)**

This measures approx. 135m in length with the link road heading north from junction 4 across grazing land and link into a new four arm roundabout. This will serve Coleg Menai and also provide an agricultural access.

#### **Road Section 1a Junction 5 to junction 6 (Coleg Menai)**

This measures approx. 600m in length. From Junction 5 the link road will head north eastwards across grazing land running parallel with the Clegyrdy Covert trees and joining junction 6 at a redundant arm to the roundabout.

A contractor's compound will be provided at this section.

It is estimated that the construction of the link road is likely to take up to 3 years.

As stated Section 3 of the scheme has been made in outline form and as such appropriate conditions have been attached in respect of this.

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

The application is the subject of an Environmental Impact Assessment (EIA) which is a process that involves collecting information about the existing environment and assessing the potential significant effects that new development could have on that environment.

The findings are contained in an Environmental Statement (ES) which the Local Planning Authority use in its decision making process to determine whether or not the proposed development should proceed.

The ES is a lengthy document and is available for Members attention in the planning case file.

Other issues such as need have been included along with the findings of the submitted Transport Assessment

For the purposes of this report, however, the pertinent issues have been identified as follows;

- Need/socio-economics
- Amenity
- Landscape and visual
- Ecology



### **3. Main Policies**

#### **Gwynedd Structure Plan**

D4 Environment  
D7 Environment  
D9 Environment  
D10 Environment  
D15 Environment  
FF2 Transport

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

1 General Policy  
35 Nature Conservation  
39 Archaeology  
2 New Jobs  
28 Flooding  
31 Landscape  
32 Landscape

#### **Ynys Mon Unitary Development Plan (Stopped 2005)**

GP1 Development Control Guidance  
EN4 Biodiversity  
EN7 Local Sites  
EN12 Archaeology/ Historic sites  
EP4 Employment opportunities and rural diversification  
SG2 Development and flooding.  
SG6 Surface Water Run Off.  
SG7 Noise  
SG8 Air quality  
TR2 Improvements to the Highway network  
TR3 Highway design

#### **TAN 6: Planning For Sustainable Rural Communities (2010)**

#### **TAN 11: Noise**

#### **TAN 12: Design**

#### **Calculation of Road Traffic Noise 1998 (DOT and WO)**

#### **Design Manual for Roads and Bridges 2011**

#### **Planning Policy Wales 2014**

Chapter 8 Transport outlines the Welsh Governments objectives:

*“The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps tackle the causes of climate change by; encouraging a more effective and efficient transport system”*

Technical Advice Note 18: Transport (2007) states;

An efficient and sustainable transport system is a requirement for a modern, prosperous and inclusive society. However, transport, in particular road traffic, can also have negative impacts on human health and the environment. Road traffic growth is a cause of increased local air pollution, greenhouse gas emissions contributing to global warming and climate change and, in some areas, congestion, which can affect economic competitiveness.

In determining an appropriate development pattern, local planning authorities should seek to maximise relative accessibility rather than ensuring everyone can travel everywhere (mobility). Accessibility is the relative ability to take up services, markets or facilities. Focussing on accessibility is important in addressing social exclusion and for maximising choice in services, employment and recreation opportunities, remembering in most cases transport is a means to an end.

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

**Town Council:** Whilst initially an objection was noted in view of the public comments/concerns regarding damage to the environment, noise, increase in traffic, anti-social behaviour etc, the following month the matter was again discussed and they decided to support the application on the grounds that it would provide the infrastructure required to support the Horizon project within the college thus creating an influx of additional people into the town which in turn will hopefully boost the economy.

**Local Members:** No comments

**Highways:** No objection but recommends conditions.

**Welsh Government Department for Economy, Science and Transport:** Do not issue a direction in respect of the application.

**Welsh Water:** No objection comments regarding services

**CADW:** No objection unlikely that there will be any impact on any ancient monument or its setting.

**Gwynedd Archaeological Planning Service:** No objection recommend condition

**Environmental Health:** No objection conditions in respect of noise and air pollution

**Wales and West Utilities:** Comments informatives

**Network Rail:** No objection / comments

**Natural Resources Wales:** Do not object to the scheme

**Health and Safety Executive:** No objection

**Land Use Planning Unit (Welsh Govt. in respect of loss of agricultural land):** No objection

**Red Squirrel Trust:** No objection subject to landscape condition and comments regarding wider northern corridor would be advantageous. Previous comments raised concerns but following re-consultation the above comments have been made.

In addition to consultees the following has been received:

Coed Cadw Woodland Trust object to the proposal on the following grounds;

Loss of an ancient woodland which is irreplaceable and cannot be mitigated by new tree planting

In letters from the public the following points have been raised;

The public notice referred to an A road not the correct B road;

The consultation process has not been adhered to;

The Non-Technical statement refers to the application being on the Council website. This is not the case;

The scheme assumes that that Traffic between Coleg Menai and the Britannia Bridge will use the road but it is longer than using the B5420 and the addition traffic will use that;

The proposal will involve the felling of a 200+ metre strip of Lodge Covert an ancient woodland. The value of such woodlands are recognized in Planning Policy Wales. Its removal will have an impact on the rural character of the area; Replanting will not mitigate this.

We believe red squirrels use this woodland Dr C Shuttleworth has pointed out that the survey method is inadequate.

There would be serious adverse noise and vibration effects on properties

The road should be moved to the East

The additional traffic using the B5420 will cause hold ups at the proposed roundabouts

The figure for NOx emissions being lower is wishful thinking and will be harmful to residents and wildlife

The roundabout is too close to a residential property.

The road cuts through property that the writer inherited and will make the agricultural use difficult;

The road corridor is too wide;

Object to the holding tank and request that the pond is removed first

The existing roads should be upgraded to cater for the extra traffic at much less cost

Concerns over noise, dirt, vibration and noise pollution;

The road will not benefit the Coleg Menai to any great extent

How can the council consider building this road for a potential student population which may not come to fruition

Roundabout too close to town limits, if the roundabout was further East the traffic would be slower and distance the road from domestic properties

This is a Red Squirrel habitat

The link road would not ease traffic in Llangefni which is mainly comes from the North and West of the town and could shift problems to elsewhere

The area is home to a wide range of wildlife

I want assurances that the fields between the new road and existing houses will not become industrial land

## **5. Relevant Planning History**

None relevant to this application

## **6. Main Planning Considerations**

Main issues identified include;

### **Need/Socio Economic**

The primary purpose of the link road is to provide safe and unconflicted access from the local highway network to the Enterprise Zone sites. The development of these sites would see a significant increase in vehicle movements including heavy vehicles which would affect key junctions in the town centre giving rise to congestion, delays and conflicts with pedestrians. Through clear legibility/signage strategy the efficient use of the link road will be ensured improving way-finding to key employment sites in and around Llangefni.

In addition to the Enterprise Zone demands Grwp Llandrillo Menai Plans to develop the Llangefni campus as its "Technology Centre of Excellence" and this expansion can only be realized with the improvements to accessibility that the road would provide.

Area Post code data for the home addresses of all relevant students on the student registry systems was analysed for the 2014/15 academic year and it was concluded that just over 96% of the relevant student population travelled from the A55 junction to the College [defined as post codes either on the mainland (which account for more than half of relevant Students) plus Anglesey post codes along the A55 / A5 corridor, or beyond the A55 corridor]

## **Amenity**

### Noise/vibration

Construction noise to the main receptors which have been identified as being; Meithrinfa Medra (Nursery School), residences south of Penmynydd Road (B5420), offices on Llangefni Industrial Estate, Offices on Bryn Cefni Industrial Estate, Bryn Cefni Park, Coleg Menai and Ysgol y Graig is considered to be significant. However, given that this is short term and that mitigation measures (ensured by way of condition) will be in place to ensure disturbance is kept to a minimum and at only certain times, it is not considered that this would be unacceptably harmful to amenity.

In respect of the longer term, when the road is in use the findings show that in daytime the operational noise effect of the proposed link road is considered to be not significant to all receptors.

Further to the findings and comments from Environmental Health it is not considered that there would be undue harm in respect of vibration and pollution.

The proposed roundabout on the B5420 will be located near existing residential properties which lie to the south. From the nearest dwelling house itself to the centre of the roundabout it is approximately 80m. In balance and with the existing road in mind along with similar instances elsewhere it is considered that there will not be undue harm to the amenities of that property. Other properties will be able to see the proposed road but this again is not considered to be such a harm to amenity as to warrant the refusal of the application.

## **Landscape**

The ES includes a Landscape and Visual Impact Assessment with relevant appendices and is informed by 10 agreed viewpoints. The receptors have been grouped into residential, recreational and vehicular.

No significant effects are predicted to the recreational receptors ie for users of the public Rights of Way, Cricket Club and Lon Las Cefni Cycle route.

The loss of trees on the Penmynydd access to Llangefni will have an adverse visual amenity effect,

this loss of amenity should however be balanced against the creating of new views of woodland on the perimeter of the woodland site.

The properties along Lon Penymynydd will experience significant effects due to the loss of woodland at Lodge Covert and the inclusion of a new roundabout.

It is considered, however, that mitigation by way of successfully and maintained replanting new trees can address the longer term localized landscape effects. Irrespective of this, the loss of the trees at Covert Lodge will have a significant amenity effect but it is considered that this harm is not such that warrants a refusal of this application.

## **Ecology**

National Resources Wales have been consulted in respect of the application and do not object to the scheme.

In respect of Red Squirrels Dr Craig Shuttleworth of the Red Squirrel Trust has also been consulted and raises no objection subject to suitable replanting taking place.

The Councils Ecology officer reiterates the responses received and raises no objection.

## **Ancient Woodland**

Following research and representations to Natural Resources Wales confirmation has been received from them that the wooded area does not meet the criteria to be considered Ancient Woodland in that it has not been in existence the required length of time (since 1600) and that it should be removed from the Ancient Woodland inventory.

## **Agricultural Land**

In accordance with the provisions of 4.10.1 of Planning Policy Wales and given that the land to be utilized comprises grade 2 and 3a agricultural land the following is of relevance. A large proportion of the link road will utilize the existing road network and this dictates the route of the new sections of the road. No other suitable route is available if the loss of agricultural is to be minimized and given the importance of the scheme it is considered that on balance the loss of the land as proposed is justified in this instance.

## **7. Recommendation**

### **Permit**

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) Trees to be removed as proposed in the Arboricultural Implication Assessment should be marked on site by the Consultant Arboriculturist or similar and their identification agreed with the LPA prior to any tree work being carried out.**

Reason: To ensure tree works are within the scope of the planning permission.

**(02) Tree works must be done to British Standard 3998:2010 Tree Works.**

Reason: To ensure tree works are within the scope of the planning permission.

**(03) The site shall be landscaped and trees and shrubs shall be planted in accordance with a scheme to be agreed in writing with the Local Planning Authority before any development works commence on site.**

**(04) The Construction Exclusion Zone (CEZ) fencing shown on the Tree Protection Plans and as indicated in the Arboricultural Implications Assessment must be installed immediately following tree works, and prior to any excavations works hereby consented.**

**(05) The composition of the landscaping scheme, plant numbers and phasing shall be submitted to and agreed with the LPA prior to any development work hereby consented.**

**The planting scheme shall be implemented in line with the timetable agreed above.**

**Trees, shrubs and hedgerows that die, are severely damaged or diseased during a 10 establishment phase shall be replaced to the satisfaction of the LPA.**

Reason: In the interests of amenity.

**(06) Prior to the commencement of the development of each individual phase hereby approved a Construction Phase traffic management plan shall be submitted to the LPA for its written approval. The developer shall ensure that the requirements of the approved plan shall be adhered to throughout the construction of the development.**

Reason: In the interests of highway safety

**(07) No development (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 advisors to the Local Planning Authority. The development shall subsequently be carried out and all archaeological work completed in strict accordance with the approved specification.**

Reason: 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.

To ensure that the work will comply with Management of Archaeological Projects (MAP2) and the Standards and Guidance of the Chartered Institute for Archaeologists (CIfA).

**(08) Full details to include design, sections, siting and landscaping of the proposed road identified as section 3 shall be submitted to the LPA for its approval not later than the expiration of three years beginning with the date of this permission.**

**(09) The development shall be carried out in accordance with the plans and details submitted and included in the Environmental Statement.**

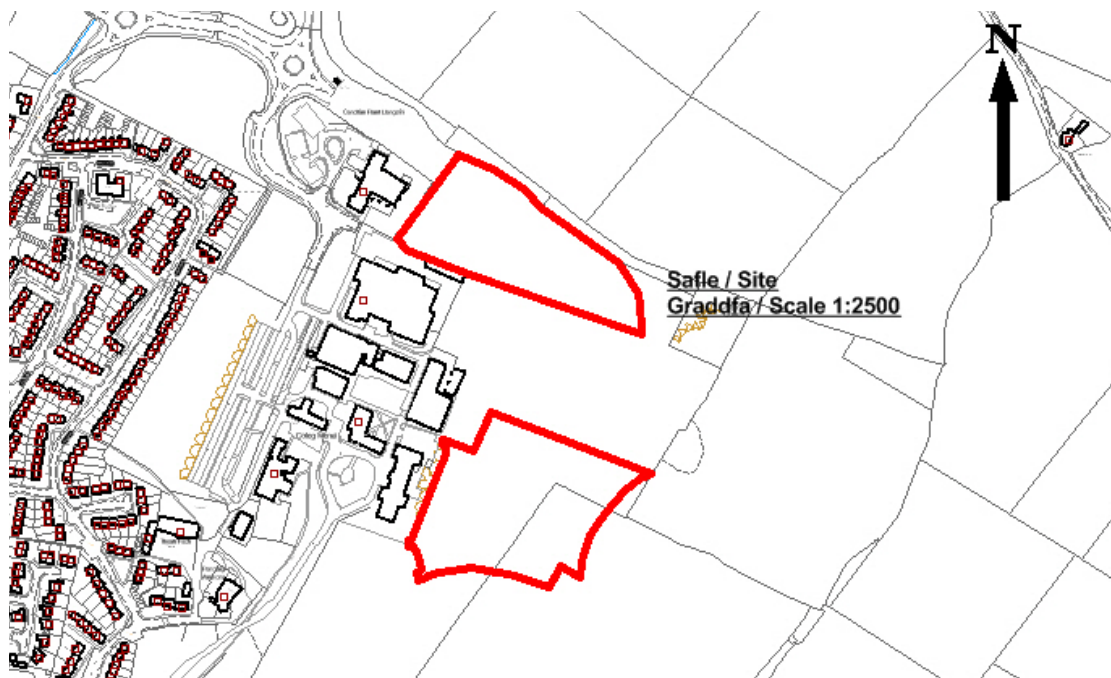
Rhif y Cais: **34C304F/1/ECON** Application Number

Ymgeisydd Applicant

**Mr Wyn Thomas**

**Cais amlinellol ar gyfer estyniad i'r campws presennol yn cynnwys codi tri o unedau tri llawr gyda 250 o lecnynau parcio, uned ar wahân sy'n cynnwys campfa a stiwdio ffitrwydd gyda 60 o lecnynau parcio cysylltiedig ynghyd a chae pêl-droed pob tywydd a system ddraenio gynhaliadwy gyda'r holl faterion wedi eu cadw'n ôl ar dir yn / Outline application for the an extension to the existing campus comprising of the erection of three; three-storey units with 250 associated car parking spaces, a separate unit comprising of a gym and fitness studio with 60 associated car parking spaces together with an all-weather outside football pitch, and sustainable drainage system with all matters reserved on land at**

**Coleg Menai, Llangefni**



**Planning Committee: 02/09/2015**

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

**Recommendation:**

Permit

**Reason for Reporting to Committee:**

This is a major application which should be considered in conjunction with the application for the Llangefni link road which appears elsewhere on this agenda.

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

The site is located on the eastern fringe of Llangefni alongside the existing Coleg Menai complex and comprises a vacant field bordered by woodland. The settlement boundary for Llangefni which is recognized as a main centre in the Local Plan and Unitary Development Plan lies adjacent, with the site being outside.

This is an outline application for the extension to the existing campus comprising three no. three storey units with 250 parking spaces. A separate unit containing a gym and fitness studio with 60 car parking spaces and all weather football pitch.

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

- 1) Principle of proposal
- 2) Landscape/amenity
- 3) Highways

### **3. Main Policies**

#### **Gwynedd Structure Plan**

Strategic policies 2, 3 and 5

Policy D4 - Siting and Design

Policy B1 - Employment Generating Development

Policy F6 - Indoor Facilities

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

Policy 1 – General Policy

Policy 2 - New Jobs

Policy 17 - Recreation and community facilities

Policy 31 - Landscape

Policy 32 - Landscape

Policy 42 – Design

Policy 26 - Car Parking

#### **Ynys Mon Unitary Development Plan (Stopped)**

Policy GP1 - Development Control Guidance

Policy GP2 - Design

Policy CC1 - Community Facilities



Policy EP4 - Employment  
Policy EP8 - Vibrant Town, District and Local Centres  
Policy TR10 - Parking  
Policy TO11 - Sports and Leisure Facilities  
Policy EN1 - Landscape  
Policy SG6 - Surface Water Run Off

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

### **TAN 12: Design**

### **TAN 18: Transport**

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

**Town Council** - concerns in respect of the facilities that are being provided (football pitch etc) and which already exist in Llangefni and which should be utilised.

**Highways** - Conditions

**NRW** - No objection

**Welsh Water** - Conditions

**Gwynedd Archaeological Planning Service** - Condition

#### **5. Relevant Planning History**

34C304 -Erection of a new agricultural building at – GRANTED 8/4/93

34C304A - Change of use of land from agricultural to a playing field and car park at – 6/5/94 – GRANTED

34C304B - Erection of a manure and slurry store on land at – GRANTED 15//9/94

34C304C - Extensions to create a boiler room at – GRANTED 20/1/95

34C304D - Erection of an extension on to the existing workshop at GRANTED 6/6/96

34C304E - Erection of new farm buildings along with alterations to the existing buildings at – GRANTED 6/3/97

34C304F - Construction of a new teaching building along with alterations and improvements to the access road serving the site at 5/12/96 – GRANTED

34C304G - Re location of the 3 greenhouses along with the erection of a new potting shed / store at – GRANTED 3/2/96

34C304H - Retention of the 6 mobile classrooms on land at – GRANTED 6/6/97

34C304J - Erection of a food technology unit together with associated car parking on land at 23/3/01 – GRANTED

34C304K - Erection of new farm buildings together with the re-siting of an existing farm building on land at – 13/7/99

34C304L - Erection of an extension on the existing brickwork workshop at – 4/8/99 – GRANTED

34C304M - Removal of existing temporary building and the erection of 2 temporary classrooms at – 14/6/00 – GRANTED

34C304N - Extension to the food technology unit at 23/3/01 – GRANTED

34C304P Demolition of the existing buildings and erection of a two storey teaching unit with associated car parking facilities at – 24/4/02 – GRANTED

34C304R -Alterations and Extensions to engineering workshop at – 6/11/02 – GRANTED

34C304T - Extension to the existing engineering workshop at – GRANTED 8/10/03

34C304W - Erection of an aluminium glazed extension to form lobby at – 9/2/07 – GRANTED

34C304X - Extension to car park at – GRANTED 1/8/08

34C304Y - Construction of a new Education Facility building to provide specialist energy and Fabrication Skills together with the removal of existing temporary tent structure - 23/2/09 -GRANTED

34C304Z - Demolition of three existing buildings, erection of a two storey extension to the Energy and Fabrication Centre together with an extension to the car park – 16/6/10 – GRANTED

34C304A/1 - Erection of a temporary modular building to provide training facility – 14/9/11 – GRANTED

34C304B/1 - Erection of a two storey extension to the food technology centre - 11/4/12 – GRANTED

34C304C/1/SCR - Screening opinion for the provision of heavy plant track ways, construction of hard standing areas, the erection of a security fence around the vehicle storage and the construction of a designated area for fire training equipment – 7/12/12 – EIA NOT REQUIRED

34C304D/1 Full application for the provision of heavy plant track ways, construction of hard standing areas, the erection of a security fence around the vehicle storage and the construction of a designated area for fire training equipment – 14/12/13 – GRANTED

34C304E/1/RE - Full application for the erection of one 5.5kw wind turbine with a maximum mast height of up to 9m, rotor diameter of up to 3.1m, swept area of up to 16 metre square and a maximum upright vertical tip height of up to 15.24m – UNDETERMINED

34C304G/1/SCR - Screening opinion for the an extension to the existing campus comprising of the erection of three; three-storey units with 250 no associated car parking, a separate unit comprising of a gym and fitness studio with 60 no associated car parking together with an all-weather outside football pitch, and sustainable drainage system with all matters reserved – No EIA required

## 6. Main Planning Considerations

### Principle of Proposal

Grwp Llandrillo-Menai Further Education College plans to develop Coleg Menai Campus as its "Technology Centre of Excellence for Anglesey and Gwynedd" This will expand the campus from approx. 3,300 students to between 6000 and 7000 by 2019.

Guidance in national planning policy supports new and existing education and community facilities with paragraph 12.1.1 of Planning Policy Wales (PPW) (7th edition, July 2014) stating that:

*Adequate and efficient infrastructure, including services such as education and health facilities along with water supply, sewers, waste management, electricity and gas (the utilities) and telecommunications, is crucial for the economic, social and environmental sustainability of all parts of Wales. It underpins economic competitiveness and opportunities for households and businesses to achieve more socially and environmentally desirable ways of living and working.*

PPW also states that an effective way to achieve regeneration is to foster integrated communities within the existing settlement pattern by promoting mixed use development, comprising appropriate combinations of housing (including affordable housing), employment, retailing, education, leisure and recreation uses and open space. Paragraph 10.2.9 states that:

*Uses which need to be accessible to a large number of people, including retailing, major leisure uses (such as theatres, multi-2 screen cinemas, bingo halls and bowling alleys), offices of central and local government, commercial offices, hospitals and tertiary education facilities are preferably to be located in town centres.*

Policy 17 of the YMLP and 'CC1: Community Facilities' of the stopped UDP states that the council will permit the development of facilities to improve community services within or adjacent to development boundaries. The reasoned justification to the policy states that in order to maintain sustainable communities it is important that community services including education facilities are encouraged and supported. The UDP recognises the importance of education establishments such as Coleg Menai and wishes to maintain the current facilities and encourage future development as they have an integral role to play in the area's social and economic development.

Policy EP8: Vibrant Town, District and Local Centres of the stopped UDP (2005) promotes the vitality, viability and attractiveness of the centres identified within the plan. The criteria found within the policy most relevant to this application include:

- Ensuring that established centres remain the primary focus for a wide range of retail (A1, A2 and A3), commercial and public offices (B1), community facilities and institutions (D1) and entertainment and leisure (D2);
- Ensuring that all proposals are compatible with scale, character and function of the centre;
- Ensuring that, either individually or cumulatively, proposals within centres are not detrimental to the vitality and viability of any neighbouring centre;
- Promoting, in partnership with outside agencies and developers, a range of environmental and security improvements to ensure that all centres remain attractive as places to visit or live.

The proposed development is acceptable in principle and is generally consistent with national and local policy.

### Landscape/Amenity

Whilst the application is made in outline form; it is considered that given the sites location adjacent to the existing complex the proposals for three storey buildings are acceptable. The site is screened and there is more than adequate land available for extensive planting.

## Highways

The proposals are dependent on the Llangefni link road proceeding. Access to the site will be via the new road with a roundabout serving the entrance to the campus.

As the scale of the project is likely to have a traffic impact on the existing road network within the town it is essential that the link road is in place before the Coleg Menai use commences. Section 1 (That through Coleg Menai land from Ysgol y Graig to Ffordd Penymynydd) is sufficient to allow construction work to commence provided a Construction Phase Traffic Management Plan is produced and approved, which addresses network constraint issues and construction traffic routing.

For the opening of the college extension however, phase 2 the of the link road is required otherwise certain junctions in Llangefni's highway network will fail and the resultant additional queues and delays would be unacceptable.

Such requirements have been dealt with by way of conditions produced at the end of this report.

## 7. Conclusion

The proposals can be supported technically and in policy terms with the expansion of the education facility allowing Llangefni to host this "Centre of Excellence"

## 8. Recommendation

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

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

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

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

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

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

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

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

**site is commenced.**

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

**(05) 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: To ensure that the development is in the interests of amenity.

**(06) The site shall be landscaped and trees and shrubs shall be planted in accordance with a scheme to be agreed in writing with the local planning authority before any development work is commenced on the site. This planting and landscaping work shall be carried out in full to the satisfaction of the local planning authority during the first planting season following the occupation of the building(s) or the completion of the development, whichever is the sooner. The said trees and shrubs shall be maintained for a period of five years from planting and any trees or shrubs that die, or become severely damaged or seriously diseased during this period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted, unless the local planning authority gives written consent to any variation.**

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

**(07) Full details of all drainage and road works shall be submitted with any detailed planning application.**

Reason: In the interests of amenity and to ensure no detriment to the environment.

**(08) Prior to the commencement of the development hereby approved a Construction Phase traffic management plan shall be submitted to the LPA for its written approval. The developer shall ensure that the requirements of the approved plan shall be adhered to throughout the construction of the development.**

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

**(09) Any detailed planning application to be submitted shall include an Operational phase Travel Plan to be agreed in writing with the LPA.**

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

**(10) Prior to the commencement of the development hereby approved phase 1 of the link road which is the subject of planning application 34LPA1013/FR/EIA/CC shall have been brought into use (functional and completed to the written satisfaction of the LPA).**

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

**(11) Prior to any part of the development hereby approved being brought into use all phase 2 of the link road the subject of planning application 34LPA1013/FR/EIA/CC shall have been brought into use (be functional and completed to the written satisfaction of the LPA).**

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

**(12) No development (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 advisors to the Local Planning Authority. The development shall subsequently be carried out and all archaeological work completed in strict accordance with the approved specification.**

Reason (01) 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.

Reason (02) To ensure that the work will comply with Management of Archaeological Projects (MAP2) and the Standards and Guidance of the Chartered Institute for Archaeologists (CIfA).

**(13) Full details of any external lighting shall be submitted to the LPA for its written approval prior to the commencement of works.**

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

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

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

**(15) 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.

**(16) 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.

**(17) No development shall commence until the developer has prepared a scheme for the comprehensive and integrated drainage of the development showing how foul water, surface water and land drainage will be dealt with and this has been approved by the Local Planning Authority. The scheme submitted shall accord with the drainage principles prescribed by the conditions attached to the outline planning permission granted in respect of the proposed development.**

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

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.

7.6 Gweddill y Ceisiadau

Remainder Applications

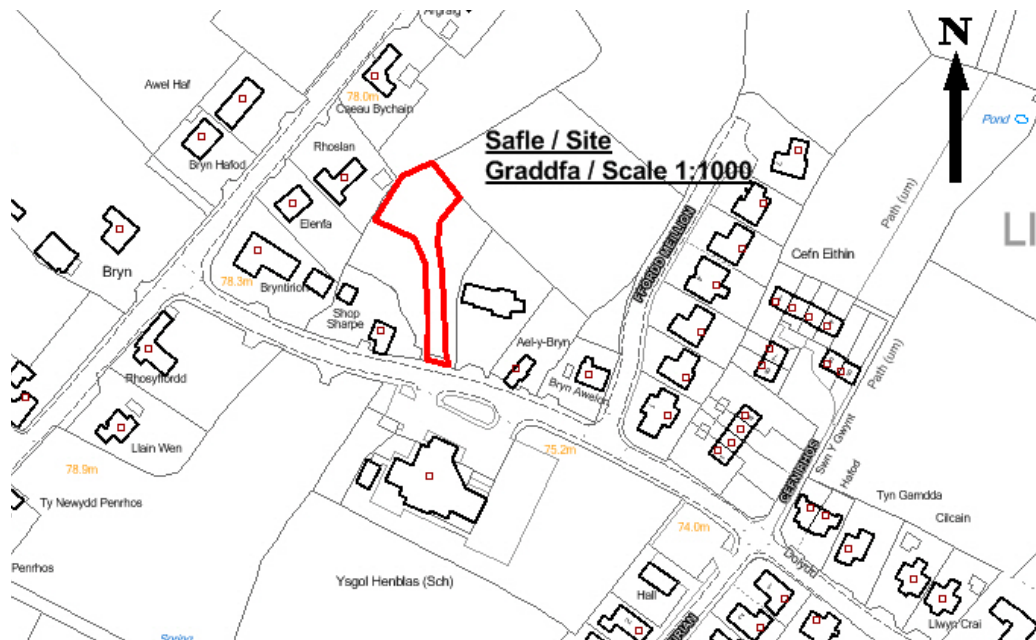
Rhif y Cais: **36C338** Application Number

Ymgeisydd Applicant

**Mr. Steven W. Owen**

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

**Ysgol Henblas, Llangristiolus**



## **Planning Committee: 02/09/2015**

### **Report of Head of Service (JRW)**

#### **Recommendation:**

Permit

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

The applicant works within the Planning and Public Protection Department of the County Council.

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

At its meeting held on 13<sup>th</sup> May, the Members resolved to undertake a site visit prior to determining the application. The site was visited on 20<sup>th</sup> May and the members will be familiar with the site and its setting.

Members will be recall that at it's meeting that was held on the 3<sup>rd</sup> June, 2015 the Planning and Orders Committee resolved to defer the determining of the application in order to await the Planning Inspectorates decision on a nearby appeal (planning application reference 36C336 – Erection of a dwelling on land adjacent to Ffordd Meillion, Llangristiolus) as the appeal raised issues in terms of the implementation of Policy 50 in the settlement of Llangristiolus.

The appeal decision notice was issued by the Planning Inspectorate on the 29<sup>th</sup> July, 2015 and a copy of the decision notice has been forwarded to the Members previously.

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

The site is situated within the settlement of Llangristiolus on a parcel of land directly opposite the local primary school and lies on land next to a detached two storey dwelling which was constructed during 2010 and is known as 'Ty Newydd'. Access to the site is afforded off the B4422 onto a Class III highway which serves as the main route through the settlement. The surrounding properties are a mix of single and two storey units.

The application is an outline application for the erection of a detached two storey dwelling. The existing access is to be utilised for the proposed dwelling.

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

The applications main issues are whether the proposal complies with current policies and whether the proposal will affect the amenities of the surrounding properties.

#### **3. Main Policies**

##### **Ynys Môn Local Plan**

Policy 1 – General Policy

Policy 42 – Design

Policy 48 – Housing Development Criteria

Policy 50 – Listed Settlement



## **Gwynedd Structure Plan**

D4 – Location, Siting and Design

D29 – Design

## **Stopped Unitary Development Plan**

Policy GP1 – Development Control Guidance

Policy GP2 – Design

Policy HP4 – Villages

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

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

### **Technical Advice Note 12 – Design**

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

**Community Council** – Support

**Local Member, Cllr V Hughes** – Call-in and requested that members visit the site.

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

**Highways Authority** – Recommended conditional approval

**Drainage Section** – Requested additional information. At the time of writing this report the additional information had not been received at the department.

**Welsh Water** – Recommended conditional approval

#### **Response from members of the public**

The proposal was advertised through the posting of a notice on site together with the distribution of personal letters of notification to the occupiers of neighbouring properties. The latest date for the receipt of representations was the 5<sup>th</sup> May, 2015 and at the time of writing this report fifteen letters of representation had been received at the department, being four letters of objection and eleven in support. The main issues raised opposing the application can be summarised as follows -

- i) Outside development boundary of the old and new development plans
- ii) Objected to another application near the current application site as the fields are wet at the rear of the proposed site.
- iii) My application (reference 36C100C) was refused in the past as the proposal was considered to be a 'tandem development' and therefore this application should be the same in order to keep consistency.
- iv) Too close to the adjoining properties and will affect their privacy and amenities.
- v) Llangristiolus has changed in the past few years with modern buildings affecting the character of the old Llangristiolus.

vi) A letter from one of the governors of the primary school stating that pupil safety is one of their priorities and therefore an increase in traffic and access points should be considered.

vii) School is nearly at full capacity and therefore an increase in pupil numbers would make it difficult to the school to accept each applicant.

viii) Number of planning permission for residential properties have been granted and these have not been constructed to date. A number of properties of this scale have been for sale in the village for some time and this shows that there is no need for this type of property.

ix) The village has been overdeveloped in the past without consideration to providing community resources and facilities.

x) The approval of this application will result in the further residential development of the site.

xi) Applications for single dwellings by individuals do not include plans to improve community resources and facilities.

xii) A number of the support letters have been submitted by people who do not live in the village did the Council notify people in the nearby villages of the application?

xiii) Would support proposal if the dwelling was in line with the adjoining property and not located at the rear of the site.

In response to these comments I would state:

i) Llangristiolus 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 within or on the edge of a settlement are considered acceptable under Policy 50 of the Ynys Môn Local Plan. The erection of a dwelling on this site is considered acceptable as the site lies close to the neighbouring properties and lies on agricultural land where part of the field has previously benefitted from residential development.

ii) A copy of the writer's letter has been forwarded to the Drainage Section for comments. At the time of writing this report we are still awaiting receipt of further drainage details. Due to the scale of the development and the distances between the proposed dwelling and neighbouring land I do not consider that the proposal would result in flooding to the surrounding area.

iii) Each application is considered on its own merits; however the application the correspondent is referring to was to be situated to the rear of an existing dwelling and was to share the same vehicular access. The application currently under consideration will be afforded its own access and is not situated immediately to the rear of an adjoining property and therefore the proposal is not considered to be a 'tandem development'.

iv) Although the application is in outline form with all matters reserved for future consideration, an 'illustrative' site plan has been submitted as part of the application which shows that the dwelling will be situated more than 40 metres away from the rear of Caeau Bychain, 20 metres away from the rear of Rhoslan and 20 metres away from the rear of the recently constructed dwelling known as 'Ty Newydd'. Shop Sharpe which lies at the front of the site is located more than 30 metres away from the front of the proposed dwelling. Due to these distances and careful consideration during the design stage it is not considered that the proposal will harm the amenities currently enjoyed by the occupants of the neighbouring properties to such a degree as to warrant the refusal of the application.

v) A number of new, modern properties have been constructed in the village in recent years however these have not harmed the appearance of the area as there is no distinct pattern of development in the locality.

vi) The proposal is to be served by the existing access. The application has been forwarded to the Highway Authority who have confirmed that the scheme is acceptable.

vii) The proposal may result in an increase in pupil numbers however as stated in the letter the school is only near full capacity and therefore can accept additional pupils at present.

viii) The Planning Inspectorates decision notice for the nearby site found that it had not been demonstrated that the proposal would exceed the housing needs of the settlement or be harmful to the social character of the area.

ix) The village has footways that links the village with the nearby town of Llangefni. There is a local primary school and a village hall and the site is considered to be in a sustainable location on the public network route and close to the A55.

x) We are currently dealing with an application for one residential property. Should further applications be submitted in the future these will be considered on their own merits in line with policies in force at that time.

xi) There is no requirement in the current development plan that schemes for single dwellings should include improvements to existing community facilities.

xii) The publicity process was carried out in accordance with current requirements by way of a site notice and the serving of personal notifications on the occupiers of adjoining properties.

xiii) We are currently dealing with the proposal as submitted by the applicant, having visited the site and measured the distances between the existing properties and proposed dwelling I can confirm that the scheme accords with the guidance contained within the document Supplementary Planning Guidance – Design Guide for the Urban and Rural Environment in terms of distances between properties.

Eleven letters in support of the application have also and raised the following issues in support of the development:

i) Infill development

ii) Proposal will enhance the appearance of the area.

iii) The village is thriving with an excellent primary school, located close to the A55, bus route to Bangor and Llangefni with good pedestrian links and cycle routes.

iv) Located within the village boundary and many people who have been raised in the village wish to remain here.

v) Proposal will give a local family the opportunity to build a quality home in a sustainable location.

vi) Applicant is a local person who is well liked and plays an active role in the community.

- viii) The proposal is located within the village and surrounded by properties.
- ix) Proposal respects the character of the existing developments in the vicinity.
- x) The erection of a dwelling of high quality, by a local person is preferred to a residential estate which would have an impact on the cultural and linguistic make-up of the village.
- xi) Local contractors and businesses will be used by the developer which will contribute to the local economy.
- xii) Proposal will not have an impact on the existing road network or infrastructure as all amenities are in place.

## **5. Relevant Planning History**

None.

### **Site history of adjoining land**

36C283 - Outline application for the erection of a dwelling together with demolition of the existing building on part of O.S enclosure number 9665 adjacent to Ael y Bryn, Llangristiolus – Approved 25/11/08

36C283A – Full application for the erection of a dwelling, construction of a vehicular access together with the demolition of the 'nissen' hut on part of OS enclosure 9665 adjacent to Ael y Bryn, Llangristiolus – Approved 15/05/2009

36C283B – Alterations to the access previously approved under planning permission no. 36C283A adjacent to Ael y Bryn, Llangristiolus – Approved 04/08/2010

## **6. Main Planning Considerations**

**Policy** – Llangristiolus 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 within or on the edge of a settlement are considered acceptable under Policy 50 of the Ynys Môn Local Plan. The erection of a dwelling on this site is considered acceptable as the site lies close to the adjoining properties.

Policy HP4 of the stopped Unitary Development Plan states that residential development within the village boundary will be permitted subject to the listed criteria. The application site lies outside the development boundary of Llangristiolus as defined under Policy HP4 of the stopped Unitary Development Plan.

Although the site lies outside the development boundary of the village as defined under Policy HP4 of the stopped Unitary Development Plan the proposal is for a single dwelling only and therefore greater weight is placed on Policy 50 of the Ynys Môn Local Plan. The proposal is considered as an acceptable 'infill' development.

Members will be aware that the Service has recently undertaken a review of Policy 50. This concluded that refusals based on harm to the social character of these villages would be difficult to justify because of the lack of evidence. Decisions should continue to be based on the impact on the

physical character of the area.

This application was deferred to await the outcome of an appeal decision for a single dwelling on a nearby site. This decision has now been received and a copy of the appeal decision has been forwarded to all Local Members previously.

In the appeal decision the Planning Inspector stated that Policy 50 of the Ynys Mon Local Plan does not specifically relate to local need but requires development to not harm the social character of the area and provides a number of criteria in relation to assessing whether development would exceed the requirements of the settlement for new dwellings.

In response to the evidence submitted as part of the appeal in regards to properties for sale and the housing landbank in the village the Inspector found that there was little evidence before him in relation to the current housing needs of Llangristiolus or whether the existing available housing and landbank addressed that need.

In paragraph 17 of the Appeal Decision the Planning Inspector acknowledged the Council's concerns that Policy 50 was resulting in changes to the social character of the village with most houses being built being financially out of reach of young local couples and that further large houses should not be permitted. However based on the evidence submitted found that it had not been demonstrated that there was no need for the particular proposal.

The Planning Inspector concluded in paragraph 20 of his decision that it had not been demonstrated that the proposal would exceed the housing needs of the settlement or be harmful to the social character of the area and found that the proposal would be in accord with the relevant local plan Policy 50 in this regard.

The Inspector dismissed the appeal on physical grounds and stated "I find the isolated position of the proposed dwelling would result in it being visually segregated from the surrounding development and would appear as an alien intrusion into the field". (paragraph 11).

The physical circumstances of the current application are different as the site is closely integrated into the existing development pattern.

Members should be aware that further development on either side of the application site to "round-off" the settlement would be possible.

#### **Affect on amenities of surrounding properties -**

As stated above in the publicity section the proposal will not harm the amenities of the occupants of neighbouring properties due to the distances between the proposal and existing properties. There is ample space within the site to accommodate the dwelling without resulting in the over-development of the site to the detriment of the locality and surrounding properties. Careful consideration during its design stage will ensure that no overlooking / loss of privacy will occur to the occupants of the existing and proposed dwelling.

#### **7. Conclusion**

The proposal is considered as an acceptable 'infill' development which complies with Policy 50 of the Ynys Môn Local Plan. The proposal will not harm the amenities currently enjoyed by the occupants of neighbouring properties. My recommendation is one of approval subject to the receipt of acceptable drainage details.

## 8. Recommendation

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

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

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

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

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

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

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

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

Reason: In the interests of visual amenity.

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

Reason: In the interests of visual amenity.

**(06) Full details of the existing and proposed ground levels and finished floor levels shall be submitted as part of any full or detailed application.**

Reason : In the interests of amenity

**(07) 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.

**(08) 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.

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

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

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

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

**(11) 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.

**(12) The development permitted by this consent shall be carried out strictly in accordance with the plans, sections and elevations required to be approved by the local planning authority under the conditions imposed.**

Reason: For the avoidance of doubt.

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

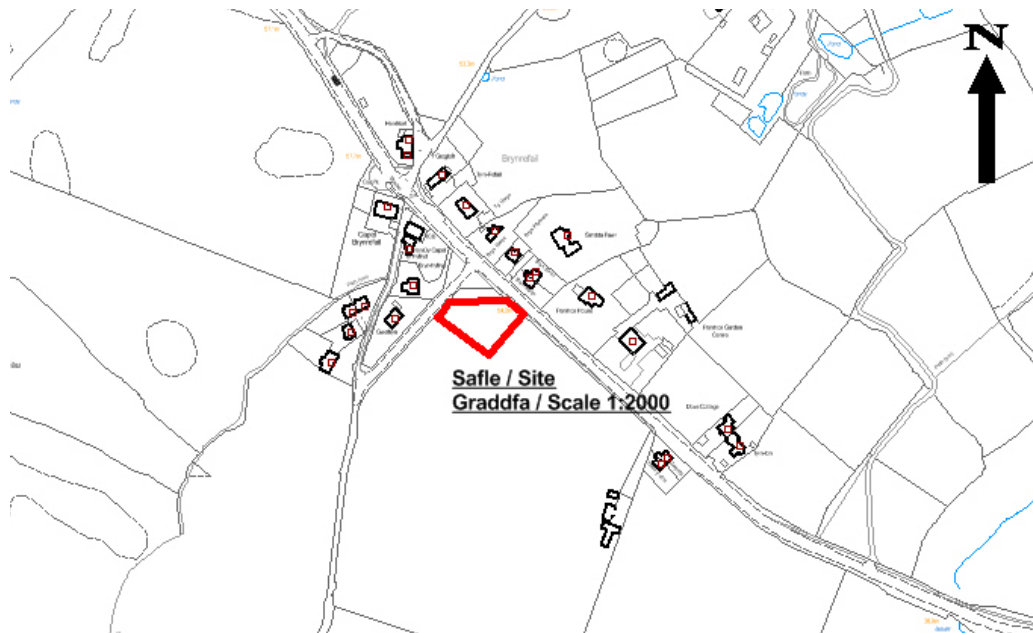
Rhif y Cais: **40C323B** Application Number

Ymgeisydd Applicant

**Mr Frank Gibbons**

**Cais llawn ar gyfer codi annedd, gosod gwaith trin carthion ynghyd a chreu mynedfa i gerbydau ar dir gyferbyn a / Full application for the erection of a dwelling, installation of a sewage treatment plant together with the construction of a vehicular access on land opposite**

**Bryn Hyfryd, Brynrefail**





**Planning Committee: 02/09/2015**

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

**Recommendation:**

Permit

**Reason for Reporting to Committee:**

At the request of the local member.

At its meeting held on the 29<sup>th</sup> July 2015 the Committee resolved to refuse the application contrary to officer recommendation. The recorded reasons being as follows:

That due to the orientation of the dwelling within the application site the proposal would be detrimental to the amenity of nearby dwellings and to the character and amenities of the wider locality.

In such circumstances paragraph 4.6.12.1 of the Council's Constitution requires that:

"Where the Committee are mindful to either approve or refuse a proposed development contrary to an Officer recommendation, the item shall be deferred until the following meeting so as to allow the officers to report further on the matter. The Committee must set out the reasons for wishing to decide against the officer recommendation. Committee members should adhere to these Rules when making planning decisions and take policy guidance from planning officers into due regard and only vote against their recommendations where genuine and material planning reasons can be identified. A detailed minute of the Committee's reason(s) shall be made and a copy placed on the application file. Where deciding the matter contrary to the recommendation may risk costs on appeal the Committee will take a recorded vote when deciding the application irrespective of the requirements of paragraph 4.1.18.5 of the Constitution."

Paragraph 4.6.12.2 requires that;

*"The officer's further report shall detail the reasons put forward by the members, indicate whether such reasons are, in their view, genuine and material planning reasons and discuss the land use planning issues raised."*

This report will therefore give consideration to these matters;

At the outset it is considered useful to clarify the officer understanding of the Committee's concerns in respect of the current proposal.

As an outline planning permission exist at the site it is clear that the Authority have accepted that in principle the erection of a dwelling on the site is acceptable and this is reflected in the Committee's reasons to decide against the officer recommendation. Objections are restricted to the physical impacts of the dwelling by reason of its orientation within the plot.

In this respect the perceived nature of harm caused by this orientation is stated as being twofold;

- To the amenity of nearby dwellings, and;
- The character and amenities of the wider locality.

It is proposed to deal with each issue in turn;

**Harm to the amenity of nearby dwellings:** Previously the officer report to committee dealt in some detail with this matter and considered factors such as loss of light, loss of view and impact on privacy. Whilst it is not necessary to repeat in detail the analysis undertaken in this respect the conclusions reached was that the proposal 'was sufficiently separated from them so that levels of amenity are not reduced to such a degree as to cause demonstrable harm' and that 'the proposal in terms of orientation, scale and its juxtaposition with respect to nearby dwellings is acceptable and not out of character with the existing pattern of development in the settlement'.

It is maintained that this analysis is a fair reflection of the situation. Although not expressly articulated in the Committees reasons for deciding against officer recommendation it is understood that 'amenity' in this respect refers to the aforementioned factors.

In terms of changing the orientation of the dwelling within the plot it is considered that any change in impact on the amenity of nearby dwelling would be neutral. This would naturally be contingent upon the detailed siting of the dwelling but the fact remains that whatever the siting the proposal will be sufficiently separated from nearby properties so that levels of amenity are not reduced to such a degree as to cause demonstrable harm.

**Harm to the character and amenities of the wider locality:** Again the officer report to committee did consider the impact of the proposal in this respect and concluded that: 'On balance it is not considered that a dwelling at the corner of this road junction would look out of place' nor 'erode the wider landscape quality of the area to such a degree so as to warrant refusal'.

The Committee's reasons for deciding against officer recommendation on this issue is again based on the orientation of the dwelling within the plot and consequently it can be inferred that it is the fact that the dwelling runs parallel to the minor highway leading towards Mynydd Bodafon that is the cause of this harm.

Existing dwellings in the village are closely affiliated with the various highways that intersect the settlement and this does help define the pattern of development. These highways comprise the minor road leading to Mynydd Bodafon, the A5025 highway and the 'former' Mynydd Bodafon road (now blocked off from the A5025).

It is true that most, but not all dwellings in the settlement are orientated towards these various highways but there is no one consistent overall pattern. Some dwellings face the highways, others face away, some are at more oblique angles and some are at right angles.

For example, the dwellings closest to the proposed plot can be seen as being orientated as follows:

Gwelfryn: parallel and facing the minor highway leading to Mynydd Bodafon.

Bryn Hyfryd: at an oblique angle facing over the minor highway leading to Mynydd Bodafon and towards the A5025.

Hen Dy Capel & Ty Hyfryd: at right angles to the 'former' Mynydd Bodafon road.

Bryn Gwyn: at a right angle with the gable facing the A5025.

Bryn Ffynnon: parallel and facing the A5025.

Bryn Myfyr: at a right angle with the gable facing the A5025.

Whilst it is entirely possible to re-orientate the dwelling within the plot this would probably entail a re-design as there are constraints that would need to be taken into account e.g: the access point onto the minor road leading to Mynydd Bodafon is fixed and there is a need to ensure that sufficient provision is made for on-site drainage (treatment plant). In addition the frontage of the plot with the A5025 is limited (due to the grassed visibility splay at the junction) and this is a further constraint to be taken into account.

Notwithstanding the above the fact remains that size and location of the plot are fixed and a dwelling is proposed more or less centrally within that plot. The constraints outlined above limit *options for radical change and it is not clear how the impacts of a re-orientated dwelling on the character and amenity of the wider area would be materially different.*

## **7. Conclusion**

It is accepted that each of the reasons put forward are capable of being genuine and material planning reasons. However in considering the facts of this particular case officers note the following:

It is not clearly understood why the dwelling as proposed would by reason of its orientation be detrimental to the amenity of nearby dwellings and to the character and amenities of the wider locality nor is it understood how the re-orientation of the dwelling would overcome this perceived harm.

## **8. Recommendation**

Having considered the aforementioned matters officers remain of the opinion that on balance the proposal is acceptable and does not cause unacceptable harm to matters of acknowledged importance.

Notwithstanding this should members maintain their objection and recommend refusal for the reasons put forward they need to be satisfied that they are clearly able to articulate and identify the harm caused by current proposals as they be required to defend the decision at appeal. Failure to do so may risk costs against the authority and officers are not currently persuaded that a sufficiently robust argument can be sustained.